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TRINITY CHURCH FROM THE REAR.

GREATER BOSTON.

By SYLVESTER BAXTER AND WILLIAM HOWE DOWNES.



IN the north Atlantic seaboard of the United States, where the gateways of commerce have been established by nature at points where great cities must exist so long as our great country grows in population and wealth, there are three metropolitan centres with populations that pass the million mark. One of these is the metropolis of New England. The Massachusetts census of 1895 will credit Boston with something over a half million inhabitants. But while figures will not lie, and though liars never figure in connection with the census reports of the old Bay State, nevertheless such a report will deceive unless read understandingly.

Possibly travelers in a not remote future will make extensive use of the aeroplane in their journeyings. In that event they

will, in approaching their destination, possess, in a true bird's-eye view, a means of at once arriving at a just idea of the general shape and aspect of the place they are about to enter for the first time immensely superior to that at the command of those who now must arrive either by water or rail. Should one be able to visit Boston to-day by aerial locomotion he could not fail to be impressed by the vast population, spreading in a thickly clustering mass of buildings throughout the great valley basin, whose rim of rocky hills surrounds the irregular shores of Boston Bay, with its estuaries and tributary streams. This great urban community could not fail to impress him in many ways. But should he turn to the census report for verification of the reply to his question as to the number of inhabitants occupying this extensive and compactly settled area, he would marvel to find no figures corresponding to the information given him, and that to obtain that sum he would have to add together the returns for nearly thirty different municipalities.

Nevertheless, despite the census, the true Boston of to-day is

the Greater Boston, and just as London is considered as constituting the county and the other districts organized for metropolitan purposes and comprising dozens of municipal entities, so in speaking of the Massachusetts capital it is becoming more and more the habit to regard the name as belonging by right to metropolitan as well as municipal Boston. Boston chances to be the first American city that was designated with the prefix "Greater," in recognition of the proper inclusion of the ultra-municipal portion of a metropolitan population in a sense similar to that employed in connection with London. Circumstances very naturally brought this about, for the rank of Boston in the list of American cities has been much lower than it should be, in consequence of the large amount of her population lying outside the municipal limits, and the city has suffered considerably in prestige on account of its circumscribed area; for credit for its true population belongs among the assets of a commercial centre, just as a mercantile concern depends upon the amount of its capital and the volume of its business for its commercial rating.

Greater Boston, however, is already an actuality beyond that derived from its existence as an aggregation of population arbitrarily divided into distinct political communities. For various purposes it has become an organic whole, comprising the various municipal entities that, lying shoulder to shoulder, so to speak, have populations so continuous that it is hardly possible to tell where one ends or another begins. Boston thus merges in Brookline, Brookline in Newton, Newton in Watertown, Watertown in Cambridge, Cambridge in Somerville, Somerville in Medford, Medford in Malden, Malden in Melrose, and so on around the circle of the populous "Boston basin," as the geologists term it.

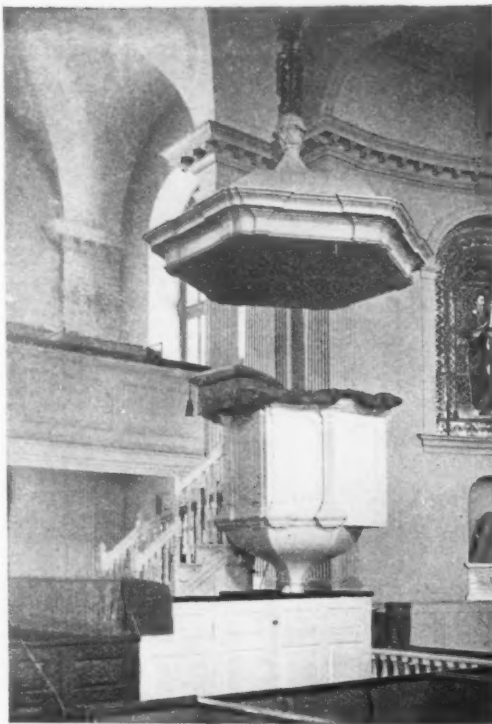
For one common function or another, twelve of these cities and twenty-five of these towns are organized in administrative districts. There are now three of these districts, a fourth is contemplated in pending legislation, and others are proposed. These districts are of various extent, according to the requirements of the case; they overlap each other like the varying color impressions in a lithograph, but it is customary to call the area covered by one or more as the



ARCH-WAY UNDER NEW WING OF STATE HOUSE.

Metropolitan District, or Greater Boston. The Boston Postal District comprises seven municipalities, the Metropolitan Sewerage District is made up of eighteen municipalities, and the Metropolitan Parks District embraces thirty-seven municipalities. The last is naturally the most comprehensive, on account of the necessity of including certain important landscape elements, but for this reason it extends in some directions somewhat beyond the limit of strictly metropolitan population. A classification comprising thirty municipalities lying mostly within a ten-mile radius of the Boston City Hall would very closely come within the natural limits of Greater Boston, as at present understood.

The tendency is still very strongly toward metropolitan unification. Legislation now about to be enacted provides for the establishment of a metropolitan water district to meet the urgent needs of the community, and furnish to the metropolitan cluster of cities and towns a magnificent supply of pure water from the valley of the Nashua River at an estimated cost of nearly twenty million dollars. The two administrative districts beside the postal are governed by authorities responsible directly to the commonwealth, the commissions in charge being appointed by the Governor. This is for the reason that no other



KING'S CHAPEL PULPIT.

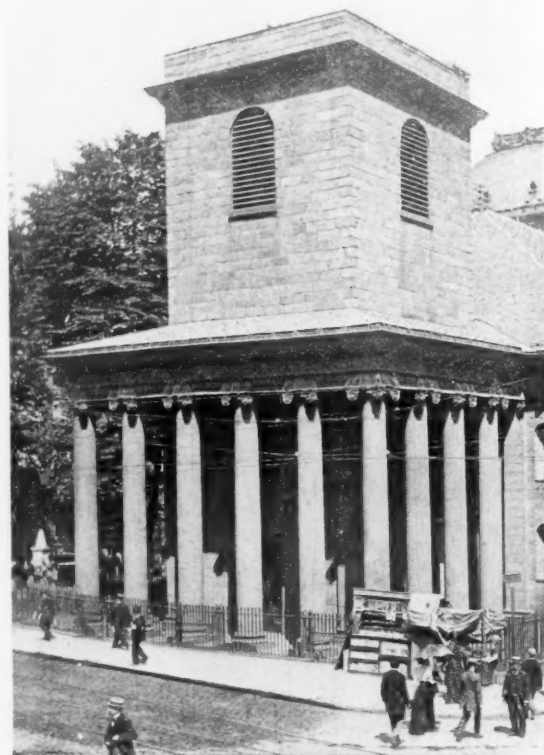
central authority available for the purpose has existed. Greater Boston lies in five different counties, and as no union for common ends without definite organization could be looked for among three dozen separate municipalities, the responsibility has had to be assumed by the commonwealth in behalf of the communities immediately concerned.

Popular sentiment now, however, is turning strongly in favor of some form of metropolitan organization with self-governing powers, and a federalized government for general purposes, with the preservation of local autonomy by the various municipal entities for purely local purposes, similar to that of London by the County Council, meets with more approval than any propositions for a general annexation of the suburbs to the central city. It is felt that local autonomy in affairs that wholly concern a district promotes the interest in public matters that is necessary for efficient municipal government, while a common government for affairs of metropolitan concern generates the large and comprehensive view of a community's demands that is essential to genuine public spirit. A metropolitan district commission, popularly known as the "Greater Boston Commission," appointed under recent legislation, is now engaged in an exhaustive study of the entire question, which includes various important and very difficult problems.

What has made Greater Boston great? Nature and man. Nature provided here the site for a grand seaport. A people distinguished by exceptional vigor—intellectual, moral, and physical—possessing great energy, force of character, and tenacity of purpose, made it their capital. This population impressed its character, its institutions, and its standards upon the entire American nation, and Boston has, in its growth, steadily

kept pace with the growth of the country. This aggregation of a million souls has been rolled up from three little settlements that in 1630 established themselves upon two peninsulas and a bit of mainland on Boston Bay; Charlestown, Dorchester, and Boston is the order of their foundation within a few months of each other. The Boston peninsula was first called Shawmut and then Trimountain. Other settlements followed in the immediate neighborhood within a few years—Watertown, Newtowne (soon called Cambridge), and Roxbury. Braintree, Dedham, Milton, Brookline, Malden, and Medford followed in less than a generation. Lynn, at the northeasterly verge of the Metropolitan District, antedated Boston by three years or so. These original towns extended their jurisdictions over enormous tracts and far into the depths of the wilderness. They dotted compact little centres of trade and outlying farming villages here and there over the area now occupied by metropolitan Boston. Trade grew and industries were established; ship-building and shoe-making chief among these. Then a process of disintegration set in, and nearly every separate village became the nucleus of a township. The railways accelerated the disintegrating process by the development of new suburban villages along their lines. In these ways the thirty or more distinct municipalities that constitute the Greater Boston came into being.

It was like the process of crystallization in a liquid. Separate centres of population were established at various points. Interests became diverse, and their municipal organizations naturally followed corresponding lines. But these centres grew—gradually at first, and then with increasing momentum, under the impetus of the growth of manufactures, the surging of the great tide of immigration upon our shores, railway construction, and finally the creation of local transit facilities. Rays of population shot out from these points toward each other, fol-



KING'S CHAPEL.

lowing the lines of highways and railways. These rays met and merged, at last knitting the various subordinate centres firmly together in one grand metropolitan mass, marked by an extraordinary diversity in its unity; effecting an identity of interests that demanded a corresponding identity of organization.

Thus the process of reintegration was set in operation. Early in the century Boston helped herself to some liberal slices of Dorchester, but its second half was well advanced before any annexation of entire municipalities took place. Then the absorption of Roxbury, Dorchester, Charlestown, West Roxbury, and Brighton occurred within a few years. This was as much as civic digestion could stand under the loose standards of municipal government that have until lately been maintained in this country. But now the era of metropolitan federation has set in, and intelligent growth, in accord with the spirit of modern science, is demanded in order to meet the needs of the great urban community whose interests in common have been so injured by intrusting their administration to the haphazard and short-sighted care of conflicting and discordant local governments.

This great metropolitan population in its varied character corresponds to the topographical diversity of the beautiful region which it occupies. All sorts and conditions of men are a part of it. Nearly every constituent municipality has an individuality of its own, conferred by its local institutions, the character and occupation of its citizens, or the marked nature of its topographical situation. It is therefore little to be wondered at that in nearly every municipality a high degree of local pride is to be encountered, together with a growing civic consciousness aroused by the increasing sense of a metropolitan identity of interests.

Greater Boston has been made what it is to-day by its historic past, by its commerce and its industry, by its wealth, by its intelligence, and by its extraordinary attractiveness as a place of residence. It is growing as never before—growing with the rapid growth of the young urban giants of the West. In the decade from 1880 to 1890 its increase (including twenty-seven municipalities) was 33.6 per cent.; that of municipal Boston 23.6 per cent.; that of the other portions of the metropolitan



A BIT OF BEACON STREET AND THE COMMON.



ARCHITECTURE ON BEACON STREET.

population 47.2 per cent. One suburban municipality gained over one hundred and sixty-six per cent. in the decade, another gained over one hundred and sixty-one per cent., and a third over one hundred and fifty per cent.



THE growth continues unabated; on every hand in the central city and in the suburbs are evidences of a pulsing life, expanding with the vigorous activity of youth. The old city has been transformed and transformed again, its hills were long since shoveled into the bay, and its area enormously increased; it is now the scene of still more astonishing changes. The business quarter has burst its narrow bounds; new centres of retail trade are springing up not only in the old city but in the suburban centres; the great department stores and the big groceries are establishing branches there; open pasture lands of one year are densely-built districts of the next, and far out on the boulevards monster sky-scraping apartment-houses of the swiftest rank are lifting their huge, mountain-like bulks amidst rural orchards as pioneers of the urban tide that follows close behind.

Its remarkable attractiveness is one of the chief sources of the prosperity and growth of Greater Boston. In the central city more is spent upon municipal housekeeping per capita than in any other great centre in the United States, and the citizens get more for their money. The same policy is pursued in most of the other municipalities of the metropolitan group. Well-ordered streets, good sewerage, careful attention to other sanitary conditions—these things pay. Then in educational and recreative facilities Greater Boston is extraordinarily rich; the public schools, libraries, colleges, and universities, free-lecture courses, art galleries, art schools—all these are of the highest character. With its fifteen theatres Boston is called by managers "the greatest show town in the country," and in musical features the city is extraordinarily attractive.

It is becoming more and more recognized that there can be no more profitable investment than to make a city beautiful. Every dollar that is spent in this way returns enormous annual dividends. The greatest profit, of course, comes from the development of character in a community and the correspondingly greater efficiency of the individuals composing it. But even from a more sordid point of view, that of direct financial returns, the investment is one that might make any magnate envious, for could he secure like rates upon his millions the 'billionaire would very speedily be an actuality with us. People like to trade in a place where there is beauty on every side, and people like to live in a place where life is so enjoyable and attractive. Those who have made their fortunes in other parts of

the country come to Boston in ever-increasing numbers to live—to enjoy life and to educate their children. Boston has been lavish in its expenditures for civic beauty, and the returns are such that enormously greater outlays to this end will be forthcoming hereafter. It has been said, with reason, that if the returns from the investment in the magnificent new public library could be computed—returns in the way of money spent in the city by people attracted on that account—they would probably be found to amount to at least twenty-five per cent. on the entire outlay every year. The advertising which Boston has already received from the talk about the beautiful mural decorations recently completed for the Public Library—talk heard all over Europe as well as throughout this country—would be cheap at many times their cost. What has been done in the way of public parks we shall see further on.

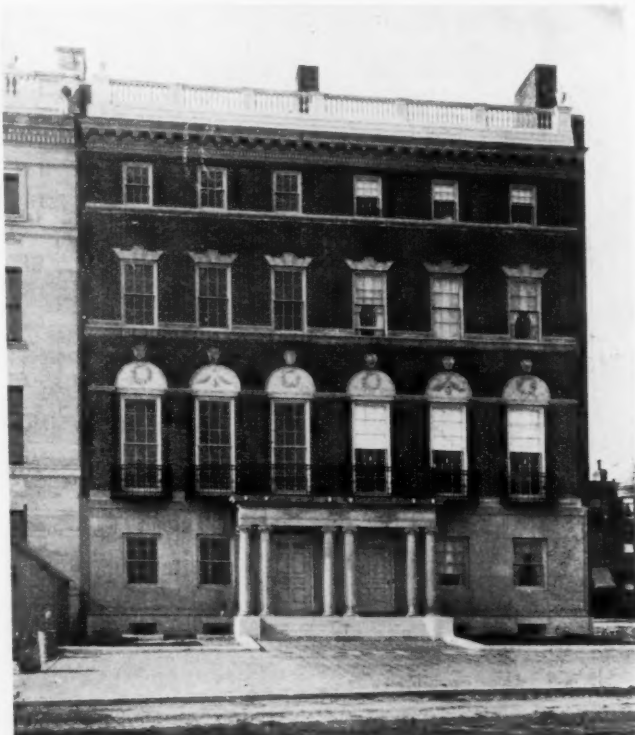
To learn to know Greater Boston, even to become acquainted with its most conspicuous characteristics and with its chief points of attraction, is no small undertaking. Its points of interest are not concentrated in any one quarter; neither do they lie along the line of travel in any one direction. In the central city the great thoroughfares extend fanlike from the heart of the town; the suburban municipalities lie on every side, reached by street railway lines along various main avenues of traffic, and by nine trunk lines of steam railway with many branches. In the central city we encounter the greatest contrasts of urban existence. Here, as in nearly all other great American cities, huge office buildings rise on every side to enormous heights, and dwarf time-honored and once stately landmarks, converting the narrow and crooked streets into veritable canyons, in some of which the sunshine now rarely reaches the pavement. The main business quarter lies eastward and north-eastward from the Common,—the financial centre, the wholesale district, and the old retail sections. But the retail trade is surging all about the Common—that obstacle to normal expansion

them; marked amelioration is strikingly apparent there, education and freer opportunities are working wonders, prosperity is increasing, and while slum sections are to be found both in the shadow of Bunker Hill and of Dorchester Heights, the populations of those historic localities as a whole are on the upward grade. The worst slum of the city is at the South Cove district. The once elegant and almost aristocratic South End is now on its way slumward, but here the Andover House and other college settlements established in other slum districts, are working bravely and hopefully to arrest the decline. The negro population remains concentrated on the northerly slope of Beacon Hill, on the southerly slope, by the Common, wealth and culture have by no means been driven to the Back Bay. But business is advancing, and while Mount Vernon Street and its neighborhood, like the Tenth Street region in New York, promise to retain their old-time character, marked changes are taking place, and great apartment houses are transforming the once uniform skyline of the western hillside. The German population is chiefly centred in Roxbury, where the great breweries lie, and gives color to the neighborhood with various institutions of the Fatherland. There are large Portuguese and Scandinavian elements; both are scattered here and there, and in various suburban municipalities there are considerable Swedish colonies. The widening and improvement of Harrison Avenue through the "Chinatown" quarter has not changed the character of that neighborhood.

A beautiful country is that occupied by Greater Boston. Three rivers wind among rocky hills and nobly-rounded drumlins, charming lakes are set like gems in their midst, and the sea embraces the land with a hundred arms. Here and there fragments of the ancient wilderness remain, even in densely-settled urban neighborhoods.

The eleven cities of the metropolis outside of municipal Boston—Cambridge, Lynn, Somerville, Chelsea, Newton, Malden, Waltham, Quincy, Woburn, Everett, Medford—range in population from over eighty thousand for the first to more than fifteen thousand for the last. All have their miscellaneous manufacturing industries in great variety, and several are famed for their specialties—as Lynn for its shoes, Malden and Chelsea for rubber goods, and the latter for its art tiles, Woburn for its tanneries, Waltham for its watches, Somerville for its pork-packing, Quincy for its granite quarries. All, together with the towns, are the homes of thousands of people whose business is in the central city, and who daily throng the inward-bound trains and street-cars. All have their beautiful residence sections, and the "sand-papered roads" make greater Boston a paradise for driving and for bicycling.

Grand boulevards and parkways connect with the central city. The Greater Boston type of boulevard has a central planted strip with trees and grass, through which, perhaps, a double-track electric railway runs smoothly; on one side a broad road, and a narrow way on the other. The extension of Beacon Street, the pioneer of this type, has also a riding path for horsemen. This splendid thoroughfare runs through Brookline, the richest town in America, to Aberdeen, in the Brighton district of Boston. Brookline, though sufficiently populous for a goodly city, still clings to its town-meeting government. Commonwealth Avenue, one of the world's famous boulevards, has lately been extended many miles, and now runs from the heart of Boston at the Public Garden out through the city of Newton, almost to the westerly verge of the Metropolitan District. To the southward, Blue Hill Avenue is to run as a boulevard from Franklin Park through Milton to the Blue Hills, and to the northward a similar boulevard is contemplated from Somerville through Malden and Medford to the Middlesex Fells.



TYPES OF RESIDENCES—COMMONWEALTH AVENUE.

more formidable than lofty cliffs of adamant in the barrier interposed by the affection of citizens for its charms and traditions—and has well nigh surrounded that historic pleasure-ground and the adjacent Public Garden.

Scollay Square, the busy terminal point for dozens of street-car lines from outlying sections and from suburbs near and distant, and Haymarket Square are respectively the starting-points for the two greatest longitudinal thoroughfares of the city on their way southward—Tremont and Washington streets, narrow and tortuous in the old city, and enlarging to generous widths at "the Neck," a designation now well-nigh lost to local nomenclature. All about us in the old town the names of streets and localities recall the historical associations with which the place is saturated. Mere mention of these, however, would exceed the limitations of our space. Hanover Street, for example, received its name in loyal recognition of the house of Hanover, whose head soon became the chief source of the oppression that stirred the proud town to rebellion. This street, running northward from Scollay Square, is the Boston Bowery and the main thoroughfare of the ancient North End, which has lost, with its turbulent Celtic population, its old-time terrors as the worst of slums, and is now mainly occupied by the more gentle Italian and Hebrew—"Little Italy," on the east, "New Jerusalem," on the west of Hanover Street, which sharply separates them. The chief Irish quarters are now in Charlestown and South Boston, and both peninsulas are well-nigh given over to



TYPE OF RESIDENCE—MOUNT VERNON STREET.

A bare enumeration must suffice for the towns of Greater Boston, notable as many of them are: Milton, Hyde Park, Dedham, Watertown, Belmont, Arlington, Winchester, Stoneham, Wakefield, Melrose, Revere, Winthrop, Saugus, Nahant, and Swampscott. In the Parks District, though somewhat beyond the present metropolitan limits, are Braintree, Weymouth, Hingham, Hull, Canton, Dover, Needham, Wellesley, and Weston. Historic Lexington is included in the Water District.

The parks of Greater Boston form one of its noblest features. No other city in the world is so grandly provided for. Boston itself has spent over eleven million dollars on its parks, beside its dozens of urban pleasure-grounds and squares, among which are the Common and the Public Garden. The grand and picturesque parkway connects Charles River and the Fens with Franklin Park by way of Leverett and Jamaica parks and the Arnold Arboretum, a continuous reach of beautiful scenery for seven miles. The Strandway borders Dorchester Bay to Marine Park, Charlesbank borders a part of Charles River, and will



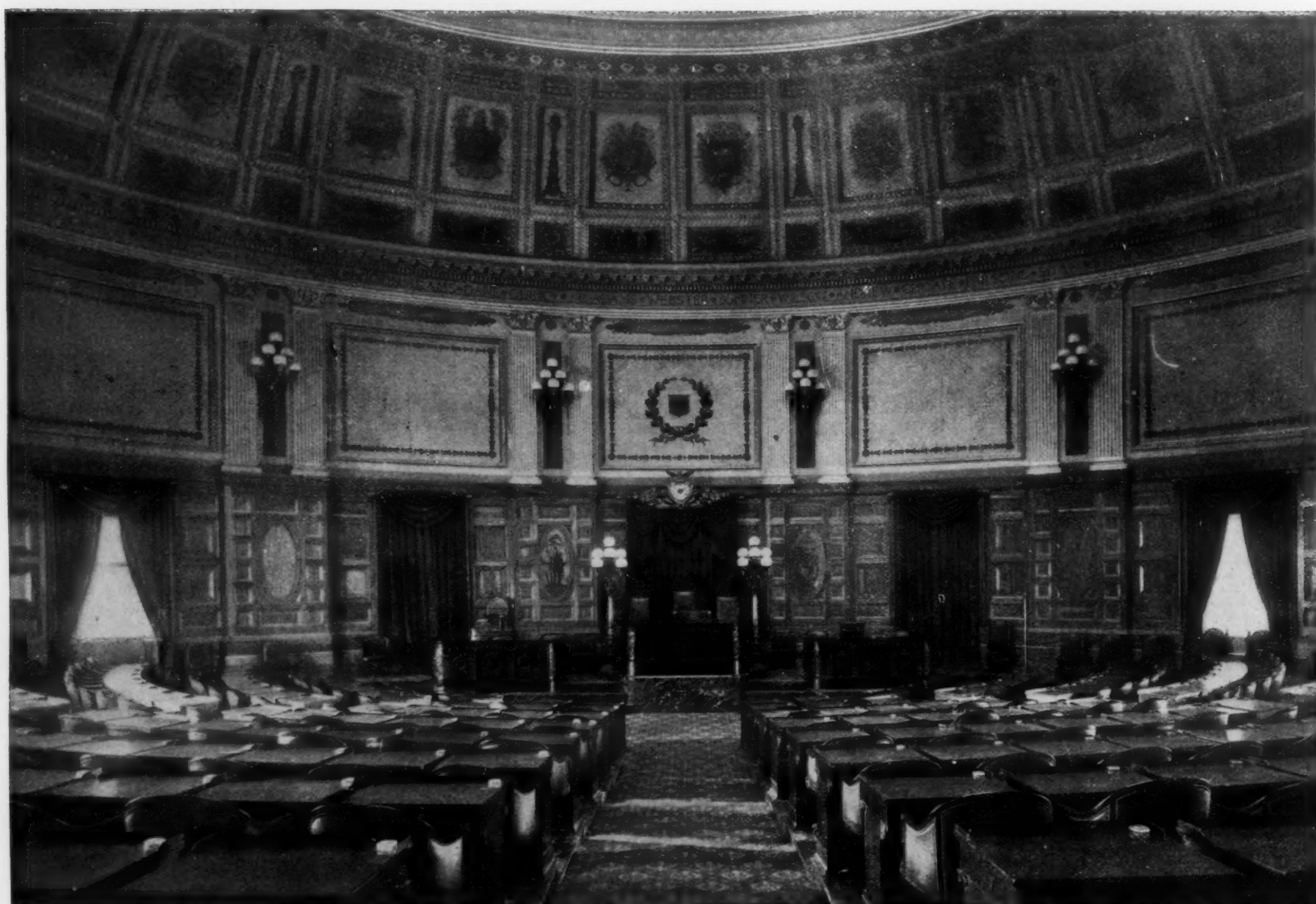
CHARLESGATE APARTMENT-HOUSE.



CORRIDOR, SECOND FLOOR.



CORRIDOR, THIRD FLOOR.



HOUSE OF REPRESENTATIVES



ELEVATION OF THE OLD AND NEW WINGS.

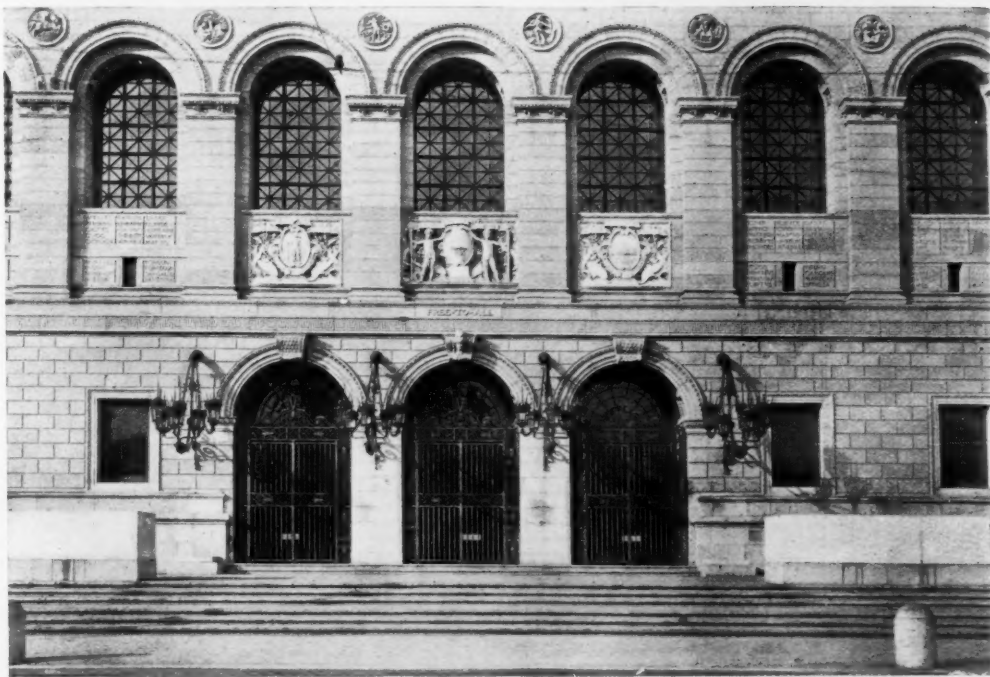
THE NEW MASSACHUSETTS STATE HOUSE
From copyrighted Photographs by N. L. Stebbins.



A DOORWAY, BATES HALL.



MAIN CORRIDOR.



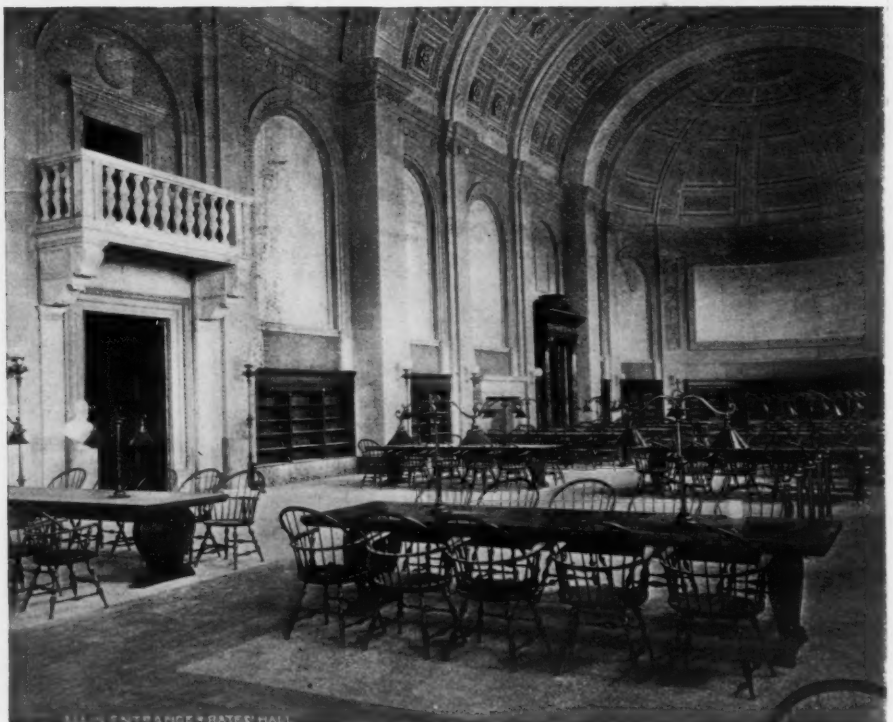
MAIN ENTRANCE.



STATUE OF SIR HARRY VANE.



THE COLONNADE, INSIDE.



MAIN ENTRANCE, BATES HALL.

THE NEW BOSTON PUBLIC LIBRARY, COPLEY SQUARE.



NEW COURT HOUSE, PEMBERTON SQUARE—CORRIDOR.
Photograph by N. L. Stebbins.



NEW COURT HOUSE, PEMBERTON SQUARE.



POST-OFFICE.



PARK SQUARE.



POST-OFFICE SQUARE.



GOVERNOR ANDREW.



HORACE MANN.



DANIEL WEBSTER.



ABRAHAM LINCOLN.

IN FRONT OF THE STATE HOUSE.

ultimately be continued for miles along the stream. Cambridge is building a fine system of riverside and other parks, Lynn has a public forest of two thousand acres in Lynn Woods, and Newton, Malden, Waltham, Hyde Park, Brookline, Quincy, and other places have important park works in hand. Beside these there is the great metropolitan system, with three thousand two hundred acres of wilderness at Middlesex Fells, four thousand acres at the Blue Hills, four hundred and seventy-five acres at Stony Brook Woods, a small but precious

prosecuted under the authority of the Boston Transit Commission, charged with the execution of the undertaking. With this completed street-cars will disappear from the surface of Boylston and Tremont streets in the congested district and run underground in a well-lighted

it will by no means settle the entire question. Other subways will be called for, particularly under Washington Street. Then there is the much-needed regulation and acceleration of suburban transit by street-cars and steam railways. There is an immense field for improve-

of the population. Boston's extensive works will have reached their utmost capacity within a few years. In the outlying municipalities there is a complexity of systems. Various cities and towns are already short of water. The State Board of Health has been considering this question very thoroughly, and the result of pending legislation, as now assured, is the organization of a metropolitan water district administered by a State commission. This will take over the sources of supply of the participating municipalities, leaving the distributing



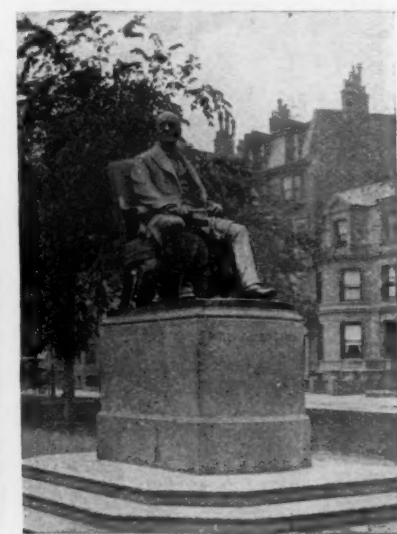
JOHN GLOVER, COMMONWEALTH AVENUE.



ETHER MONUMENT, PUBLIC GARDEN.



SOLDIERS' AND SAILORS' MONUMENT.



WILLIAM LLOYD GARRISON.

reservation at Beaver Brook, the Mystic Valley Parkway, projected from Winchester down past the Mystic lakes, the banks of the Charles to be preserved and improved, and a magnificent ocean shore reservation contemplated at Revere Beach and Winthrop. Altogether, in the Metropolitan Parks District Greater Boston already has between thirteen and fourteen thousand acres devoted to public uses for park and water-supply purposes.

The local transit problem is a serious one for Greater Boston. The jam of electric cars and of people seeking to board them in the narrow streets of the congested district beggars description. Mr. Sandham's picture is true to the life. How to get through the centre of the city at more than snail's pace has long been the question. Elevated railways have been proposed, but enormous prospective damages luckily bar them out, for they are abhorrent to all lovers of good municipal order. The subway has been determined upon after much deliberation, and is now under construction, with work vigorously

subway, with but four intermediate stations between the New York, New Haven and Hartford terminal at Park Square and the Union station at Causeway Street. With loops at the terminals, and with tracks crossing each other by means of "sub-subways" instead of at grade, there will be no delays from these annoying causes. The subway will simplify transit matters wonderfully. But

ment here. The authority of the Transit Commission potentially extends over Greater Boston, and as soon as it has executed its present charge it is probable that the other aspects of the matter will receive its attention.

The water-supply question is another vital and immediate concern of Greater Boston. The consumption of water is increasing at even a greater ratio than that

plants in local hands. The new supply will proceed from the valley of the Nashua River, and will nearly sweep out of existence the town of West Boylston and a large part of Boylston. The supply will cost nearly twenty million dollars. But it will be a profitable undertaking. The history of municipal water-works in Greater Boston shows that they have been an extraordinary remunerative form of investment. The total cost of the works in the Metropolitan District in 1893 amounted to \$40,05,000; the net debt was \$13,555,000. The total cost increased \$13,622,000 in ten years, but the net debt increased only \$2,118,000. Therefore, \$11,504,000 of the increased cost was paid from the revenue in ten years, leaving only \$1,469,000 to be met from the tax levy. Would not a private corporation—a railroad company, for instance—deem itself fortunate could it make such a showing?

Greater Boston maintains the ancient prestige of the older Boston as an educational, literary, and artistic centre. It is a vast hive of colleges, schools, libraries, publishing



BENJAMIN FRANKLIN, CITY HALL.



COLONEL WILLIAM PRESCOTT, BUNKER HILL MONUMENT.



JOSIAH QUINCY, CITY HALL.

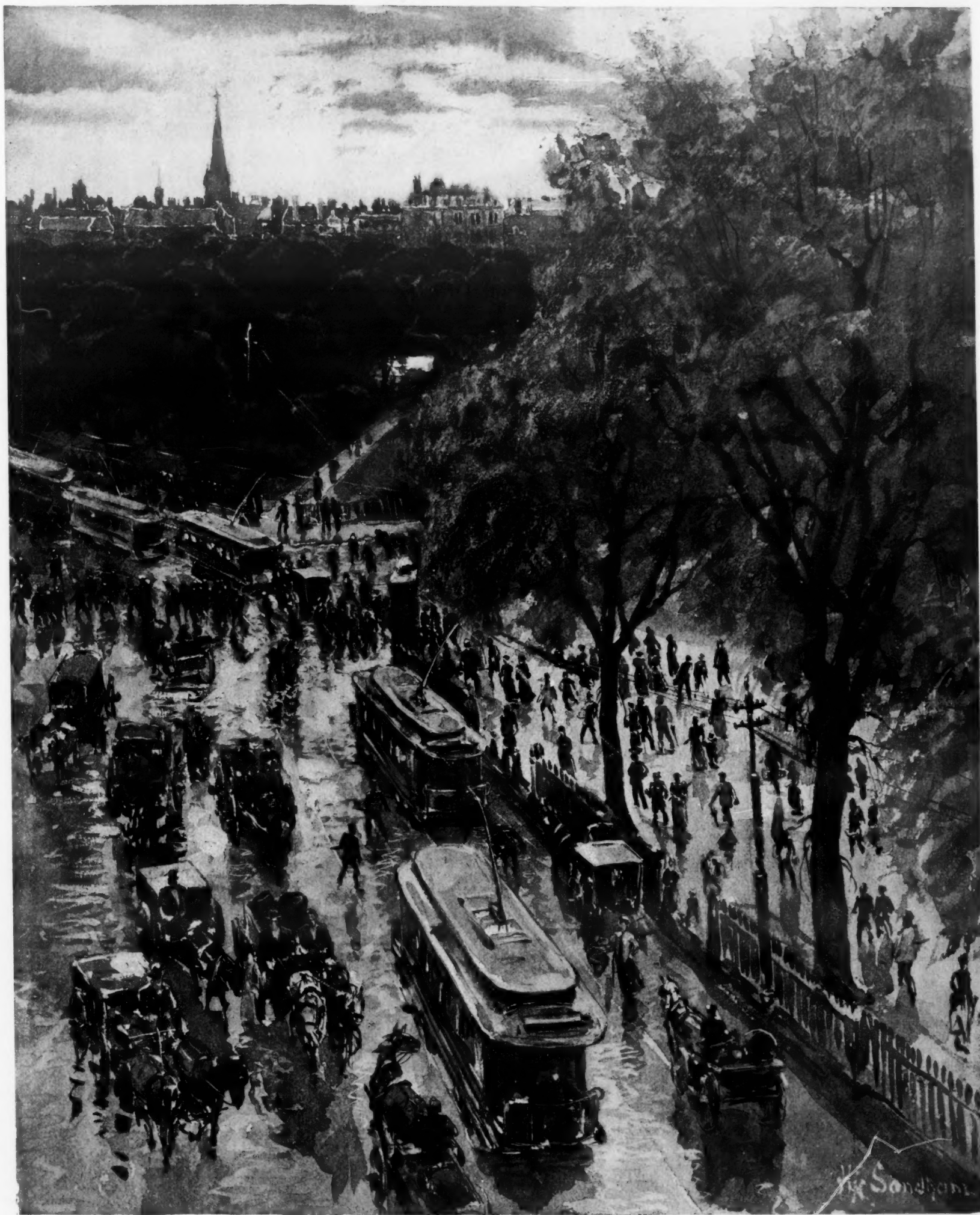


A DAILY SCENE ON TREMONT STREET DURING BUSINESS HOURS—THRONGS OF PEOPLE AWAITING TRANSPORTATION ON THE INADEQUATE TROLLEY LINES.—DRAWN BY F. O. SMALL.

houses, art-museums, picture-galleries, academies, learned societies, and conservatories; of musicians, painters, architects, authors, sculptors, and actors. Copley Square at certain hours of the day presents the aspects of a new Latin quarter, so conspicuously does the student element predominate in the throngs that cover its pavements. Here the currents intermingle and cross, now tending toward the Massachusetts Institute of Technology on Boylston Street ("Tech" is the only name ever given this great scientific school in Boston); now hurrying toward the Harvard Medical School; now making for the three busy art schools in the neighborhood—those of the Museum of Fine Arts, the Massachusetts Normal Art School, the Cowles Art School;

and, eddying aside from the main currents, go the thousands of school-boys and school-girls, bound for the countless public and private schools of the Back Bay and the South End—one building alone, that of the public Latin and English High Schools containing nearly two thousand boys who come to it from all parts of Greater Boston. Here is the very heart of artistic, literary, educational activity; the Museum of Fine Arts, with its matchless treasures of Oriental art, lifts its dear, familiar, hideous façade on the south side of the place, where kindly amplexus in summer hides the most of the brick and terra-cotta wall; at the east stands the grand mass of Trinity, with its ever beautiful central tower and its inviting cloisters; and the

entire western side of the great, irregular space is closed in by the chaste and classic front of the new Public Library, with its enormous pedestals at either side of the entrance, waiting for St. Gaudens's groups, and much of the expanse of its pale but not too white walls covered richly with the inspiring names of the world's greatest men. Over on the north side of the square are the new Old South Church, with its leaning tower, and the Second Unitarian Church, Chauncy Hall School, and a couple of apartment-houses; and there is the spot where, as some of us think, we should rejoice to see, one day, a splendid music hall, worthy of all the aspirations of this capital of musical culture, this home of the Muses. Then, indeed, would Copley



SCENE CORNER OF BOYLSTON STREET AND PARK SQUARE, SHOWING THE TROLLEY SYSTEM.—DRAWN BY H. SANDHAM.

Square be a wonderful place. That is, after the plan of the late Arthur Rotch and of C. Howard Walker, the architects, shall have been carried out, and a sunken garden, with balustrades, terraces, steps, fountains, ideal statuary, and dwarf shrubbery shall occupy the middle of the square and realize Emerson's vision :

"Bring the moonlight into noon,
Hid in gleaming piles of stone;
On the city's paved street
Plant gardens lined with lilacs sweet;
Let spouting fountains cool the air,
Singing in the sun-baked square. . . ."

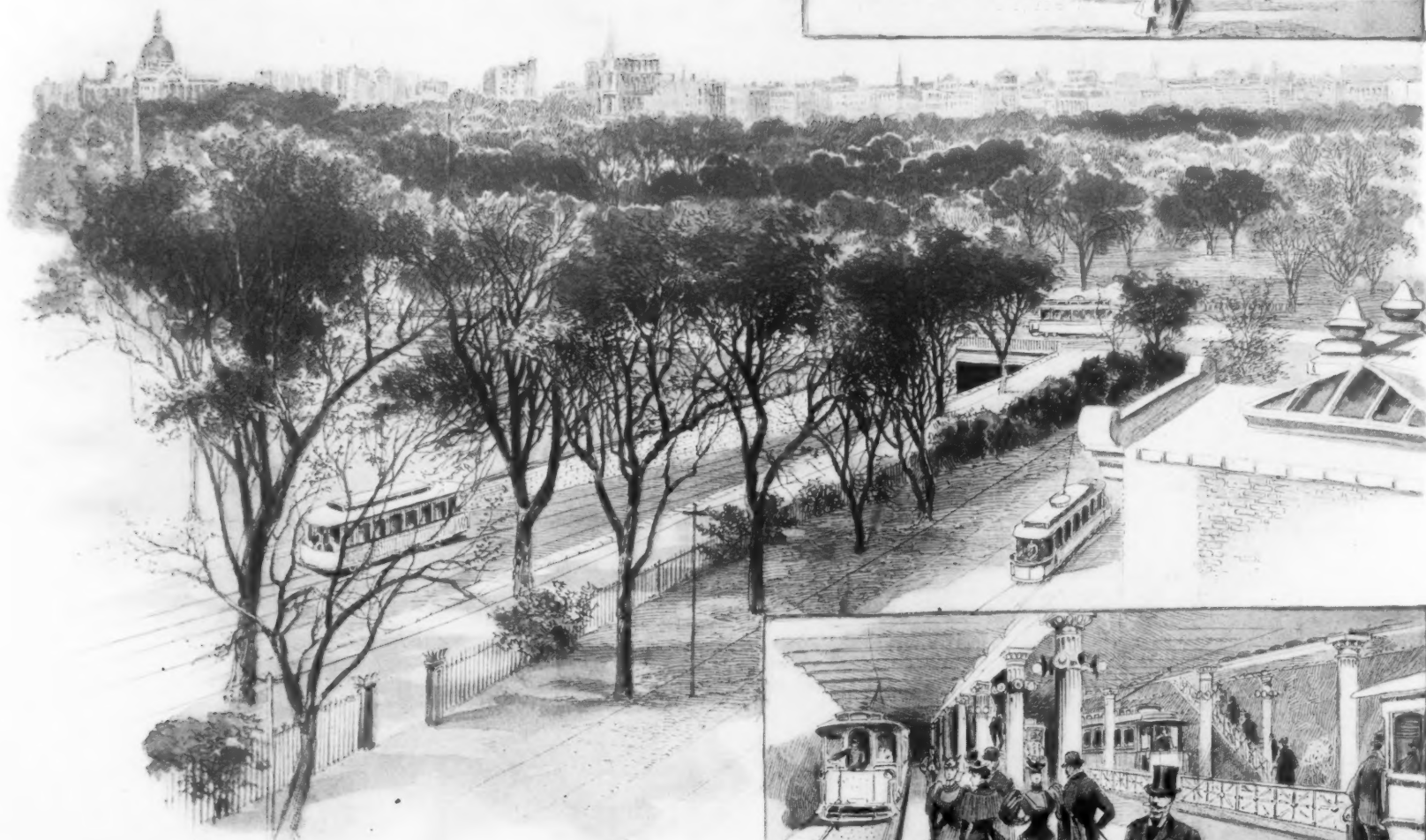
The community has already in a very emphatic manner given evidence of the attachment it has for Copley Square, the inter-

est it takes in having the square treated in an intelligent and artistic style by competent architects, and no better sign of this disposition on the part of the public could be given than the approval, expressed and tacit, received by the Art Commission when it refused to permit statues to be placed there.

The question of the quality of the statues was not even brought up; it was not deemed a proper place for portrait-statues; the architects of Boston had shown the way to make the most of the square as a whole, and in the entire history of the city of Boston there has not been a more wholesome sign than the spontaneous competition of the architects for the best design for the treatment of this important square—a civic problem which was specially calculated to show what sort of stuff an

architect was made of, since it involved some considerations as uncommon in the routine of the profession as interesting, demanding the capacity rarest of all in any class of artists—that of breadth of mind, foresight, the grasp of a complex and big motive in its ensemble; in a word, imagination, without which no man can be an artist. The design jointly produced by Mr. Rotch (who has since died) and Mr. Walker was accepted and indorsed by the Society of Architects, a body whose counsels should, and do, carry with them the weight of expert authority; and there is reason to believe that the city government in due course of time will act in accordance with this advice. Why is the action of the architects the most wholesome sign? It is because it is one of the rare cases where experts have come

EXTERIOR SUBWAY STATION.



PROPOSED SUBWAY EMERGING FROM THE TUNNEL—PUBLIC GARDEN.



INTERIOR SUBWAY STATION.

forward voluntarily and solved a great public problem of art for the good of the people; because the people have for once allowed that experts knew more than anybody else; because competent hands have been permitted to deal with a work demanding competency, and the ignorance and smallness and dishonesty of politics have been eliminated from the question altogether.

The architecture of Boston is pretty well, if contrasted with that of its sister cities. It has some local peculiarities which are more amusing than classical; and it may be said, discreetly, that the Boston architects are day by day finding it more practicable to regulate their steps by those of their clients without committing aesthetic suicide. In looking over the city in a very general way, we should find the same chaos of styles and no-styles which characterizes all American cities, and we should be depressed by so many miles of ugliness; but there is another face to the question—a more hopeful and inspiring side. In the business quarter, on the Back Bay, and in the more roomy parts of the chain of suburban cities and towns, we find three examples of good architectural development, growing in the very midst of what is bad. These are the Renaissance business building, the Renaissance city dwelling, and the Renaissance (colonial) country dwelling. Truly this old name takes on a new and pleasing significance with us. When a new building is started nowadays one expects to see something good; and this agreeable state of affairs gathers impetus, becomes an astonishment, promises a whole vista of sensations to come. There is plenty of talent in the offices of the Boston architects, and it is in requisition not only at home but also far in the interior. The most famous firms have their branch establishments in Chicago, in San Francisco, in Denver, and in Kansas City. The names of Peabody & Stearns, Van Brunt & Howe, Walker & Kimball, Rotch & Tilden, Shepley, Ruten & Coolidge, Winslow & Wetherell, Wheelwright & Haven, are but a few of those which have reflected honorable renown upon the mother of arts in these days at the New England metropolis.

There are kind words to be said even of that abnormal growth of urban conditions, the tall office building; and although the best of this class is not to be deemed desirable, there are chances, which have been handsomely improved in several cases, to make the details of a façade pleasing to the eye, and to make the richness of a cornice in some sort atone for the fact that it is where no cornice has any right to be—as far above the earth as the top of Bunker Hill Monument. Boston has no such extremely high buildings yet as New York and Chicago have, and it is to be hoped that she never will have any, since it would be wise for her to look in other directions for distinction.

A glance at some of the newer private houses on Commonwealth Avenue and Beacon Street will be sufficient evidence that a new era of taste is dawning, and that the architectural world "do move." The long reign of red bricks and bay-windows

has been at last disputed, if not brought to a peaceful conclusion, and with the new and very varied uses of lighter and more cheerful materials in domestic architecture has come in a régime of elegant simplicity in design, which, it may be hoped, is to make the rapidly westward-marching residence quarter, soon to overrun Longwood and Allston, a region remarkable for its beauty and harmony. As it is, the great want of the aristocratic avenues is an approximate uniformity, and their crying fault is the chaotic quarrel of unbridled individuality which makes a street look like a mob of buildings. This is not saying that there are not individual masterpieces; but Boston, like the rest of the American cities, has yet to learn the great lesson of concert of action, co-operation, harmony, and of regulation for the common good.



DOMESTIC architecture in no part of the country has been exemplified by better specimens of the colonial style than in the environs of Boston. Cambridge, Brookline, Medford, Newton, Salem, Beverly, and the older cities and towns generally in that wonderful swarm of communities which makes of eastern Massachusetts one of the most thickly-settled districts in the New World, abound in examples of this ample, generous, hospitable, and refined type of dwelling.

As for the public architecture of Greater Boston, we have in the three latest specimens of it extreme types of what is best and worst. The pride, the jewel of Greater Boston, is the new Public Library, Copley Square, which was built by the city; and the extension of the State House, crowning Beacon Hill, is, on the other hand, one of the most lamentable architectural paradoxes ever constructed—a failure so complete, from the artistic point of view, that there is something almost respectable in its consistent ugliness, its symmetrical and monumental hideousness. Not a principle of art but what has been flouted in this enormous pile, not a tradition of art but has been outraged, and its very solidity and durability of construction and material are



STATE STREET.

so many aggravations. This horror is hitched to the rear of the fine old original State House by Bulfinch, which faces the Common, and which is quite universally respected as a good, honest, well-proportioned public building, although the architect's own plans did not by any means contemplate certain defective details which mar its beauty, and which were the outgrowth of a necessary economy. Another truly deplorable public building is the new Suffolk County Court House, Pemberton Square, a clumsy, ponderous, gloomy structure of granite, without the least beauty, but containing at least one impressive (though far from cheerful) hall, ornamented by an interesting series of emblematic statues by Domingo Mora. Luckily, the court house is well masked by surrounding buildings.

How did it happen that the city, which generally has done things in the least business-like way, in the least far-sighted way, and in the most expensive possible way—until, four years ago, Edmund M. Wheelwright became city architect and designed the most beautiful, sensible, and economical civic buildings to be found in any American city—school-houses, hospitals, police stations, fire-engine houses, etc.—how did it happen that the city should have built in Copley Square the finest public building in America? It is too early, perhaps, to get at the true history of that enterprise, but of this one may be sure; Boston never gave a more luminous illustration of Emerson's phrase, "He builded better than he knew." In other words,



MAP SHOWING THE METROPOLITAN DISTRICTS WITHIN A RADIUS OF TEN MILES FROM THE CITY HALL, BOSTON.

Boston did it against its own will. It was not the intention of the city to spend two millions and a half on a library—not by a long chalk! But it has been done, and it is certain that a better investment was never made. The honor of it must be divided between the trustees and the architects, and there is enough to go round. Every day thousands of people feel their self-respect as citizens augmented when they climb the grand staircase; every day their pride in their city is stimulated by the majesty of Bates Hall, the noblest room in the United States—one of the noblest in the world; every day their hearts are touched by the serene beauty of the interior court, the splendor and intricate richness of Sargent's mural decorations, and the deep human and religious interest of Abbey's great frieze. And yet the tale is but half told. There are still to come the immense sculptured groups by St. Gaudens, the bronze doors by French, the colossal stairway decorations by Puvis de Chavannes, and the fountain by Macmonnies, not to speak of the countless square yards of wall and ceiling ultimately to be decorated by the leading painters of America.

The new library has been open but a short while, but it has promptly taken the leading place as a sight to be seen by visitors to Boston. It is almost pathetic to see the impression it makes upon gentle and simple alike. Like all the great works of art, it appeals to the common, uneducated people, as well as to the connoisseurs. It is easy to foresee that its completion marks the beginning of an era, and that it will be for many a liberal education in architecture. For the untraveled, who always form the majority, it is a revelation; it belongs as much to the hoddie-carrier of the North End as to the millionaire of the Back Bay; and, think of it! to so many who enter it, either as readers of its books or as sight-seers, it is in all probability the first and only beautiful great public building they have ever seen. Let the Bostonian travel to Florida, California, Texas, Canada, no matter where, no matter how far, and the first question that he will be asked has reference to the new public library. All in all, since the passing away of the older generation of poets and authors whose fame gave to Boston of old her prestige as a literary centre—since the deaths of Longfellow, Lowell, Emerson, Holmes, and Whittier—nothing has done so much to re-establish, confirm, and buttress the glory of the city as the building of the new library.

The Museum of Fine Arts is but a step distant. Founded in 1870, supported wholly by private generosity, asking no aid from State or city, it has grown in twenty-five years to the dimensions of one of the great museums of the world. In the departments of Eastern art, and especially of Japanese art, it is pre-eminent; in the department of classical antiquities it stands first in the United States; in the department of prints it has no rival in this country. Six galleries are devoted to the

collection of pictures in oil and water-colors, being particularly strong in the early American and modern French schools; there are ten galleries and corridors devoted to the immense collection of casts from the antique, the most complete in the country; three cabinets are devoted to exhibitions of engravings; there are galleries of textile arts, of pottery and porcelains, of bronzes, jewelry, coins, and metal work, of wood-carvings, of ivory carvings, of furniture, arms and armor, tapestries, glass, etc., and there is a rich collection of Egyptian art. The museum contains the school of drawing and painting, with a faculty of seven instructors, and an extensive library of art books. The administration is vested in a board of trustees representing Harvard University, the Boston Athenaeum, and the Massachusetts Institute of Technology, comprising also ex-officio the mayor, the superintendent of schools, a trustee of the Lowell Institute, the president of the trustees of the Public Library, and the secretary of the State Board of Education. Recent bequests have provided a fund of one hundred thousand dollars for the purchase of modern paintings. The first investments under these bequests have been a portrait by Sir Joshua Reynolds and Eugène Delacroix's "Lion Hunt." At the same time the department of classical antiquities secured the best collection of Greek vases ever brought to the United States. The museum is open free to the public on Saturdays and Sundays; on other days a fee of twenty-five cents is charged. Sunday is the great day for the crowd; the poorer people then turn out in vast numbers and throng all the galleries and cabinets. The behavior of the visitors on these occasions has never been otherwise than admirable, and calls for very little extra police work.

The affiliation of Harvard University and the Museum of Fine Arts is more intimate than is generally supposed. The two great collections of engravings belonging to the college, the Gray and Randall collections, are kept in the museum, and the college pays a portion of the salary of the curator of the print department. And although the Fogg Art Museum at Harvard is now almost completed, the corporation has decided to leave the engravings in the Museum of Fine Arts, where it is thought they will have a wider usefulness than in Cambridge. Three representatives of the university must belong to the board of trustees of the museum. As a matter of fact, the majority of the board has always been made up of Harvard alumni; most of the officers of the museum are also Harvard graduates. Harvard regards the Museum of Fine Arts as virtually one of her professional schools, to become more and more practically used in the higher education.

Harvard spreads all over Greater Boston. In Cambridge she has the College, the Graduate School, the Divinity School, the Lawrence Scientific School, and the Law School; in Boston proper are the Medical School, the Dental School, and the School of Veterinary Medicine; and in Jamaica Plain are the Bussey Institution, a school of agriculture and horticulture, and the Arnold Arboretum. The distance from Harvard Square to Copley Square is a little more than two miles; but the Arboretum is remote from both Boston and Cambridge, stand-

ing as a link in the mighty chain of metropolitan parks which girdles the city. Harvard is the oldest of American colleges; she possesses property worth twelve millions of dollars; her roll of graduates, living and dead, contains nearly twenty thousand names; her libraries contain eight hundred thousand books and pamphlets; in round numbers her three thousand students are taught by three hundred instructors and professors; while, proudest of all her titles to fame, her list of eminent sons comprises the names of John Adams, John Quincy Adams, W. E. Channing, Edward Everett, W. H. Prescott, George Bancroft, Ralph Waldo Emerson, Oliver Wendell Holmes, Charles Sumner, John Lothrop Motley, James Russell Lowell, E. E. Hale, and Henry D. Thoreau. The most monumental and inspiring of her buildings is the Memorial Hall, with its lofty and solemn but not gloomy transept lined with marble tablets, sacred to the memory of the Harvard men who died in the war for the Union; with its huge, Gothic dining-hall, seating one thousand students, and hung with fine old portraits by Copley and others; with its decorous academic theatre, in which the commencement exercises are held. The sturdy tower of this hall dominates the Cambridge sky-line from every direction. Across the street are the old brick dormitories of the college, surrounding the elm-shaded and historic Yard; fond recollections cluster about the genial old walls of Stoughton, Hollis, and Holyoke. Massachusetts Hall is the most ancient structure about the Yard; it was built in 1720. Harvard Hall dates from 1766. Then there are University Hall, Gore Hall, the University Library, the Boylston Chemical Laboratory, Sever Hall, Holden Chapel, Appleton Chapel, Matthews Hall, etc., all in the Yard; and to the northward the university has now encroached on the old play-grounds, Holmes and Jarvis fields, and is rapidly spreading all over that part of Cambridge, with its vast group of museums, halls, laboratories, gymnasia, and professional schools, its botanical gardens and observatory, forming no small city in themselves. On all the continent there is no more interesting historic

ground than old Cambridge; with its Washington Elm, dear to every American heart; its Craigie House (1759), where Washington lived in 1775-6, and where Longfellow dwelt for forty-five years; its Elmwood, the home of Lowell for so many fruitful years; and its Mount Auburn Cemetery, containing the graves of Longfellow, Lowell, Sumner, Everett, Channing, Motley, Agassiz, Prescott, Phillips Brooks, and so many other eminent Americans. Cambridge is also the home of the University Press and the Riverside Press, two famous printing-houses, and of Clark's telescope factory. With the improvements along the Charles River shore, now well begun, Cambridge will be more than ever a beautiful and picturesque town, in many respects the most charming type of a New England city, and a particularly desirable place of residence. It is the most populous of the immediate suburbs of Boston, and has extensive manufacturing interests.

Besides Harvard, Greater Boston can boast of the Massachusetts Institute of Technology, with one thousand students—one of the great and growing scientific schools of the country; Boston University (embracing schools of theology, music, law, liberal arts, medicine, agriculture, and all sciences); Boston College; Tufts College (Medford), a thriving institution, most picturesquely located on a high hill, with a group of buildings visible from afar, dominated by a massive, square chapel tower; the New England Conservatory of Music, with its corps of one hundred teachers.

There is no livelier city on the continent than Boston in respect to music; the atmosphere is full of it, and he would be either very brave or very foolish who should venture to avow a distaste, still less an aversion, for this art, perhaps the most intelligently cultivated, certainly the most assiduously fostered, of all. The



AMES BUILDING, WASHINGTON STREET.



CHAMBER OF COMMERCE, INDIANA STREET.



THE MASONIC TEMPLE.

Y. M. C. UNION BUILDING.



THE ALGONQUIN CLUB.



A WINTER SCENE ON THE COMMON.



BIRD'S-EYE VIEW OF BOSTON COMMON, WITH BEACON, PARK AND TREMONT.



THE MUSEUM OF FINE ARTS, COPLEY SQUARE.



IN THE PUBLIC GARDEN.

PICTURESQUE FEATURES OF
FROM PHOTOGRAPHS BY PRABO



SCENE ON THE COMMON.



THE TUDOR FLATS, BEACON STREET.



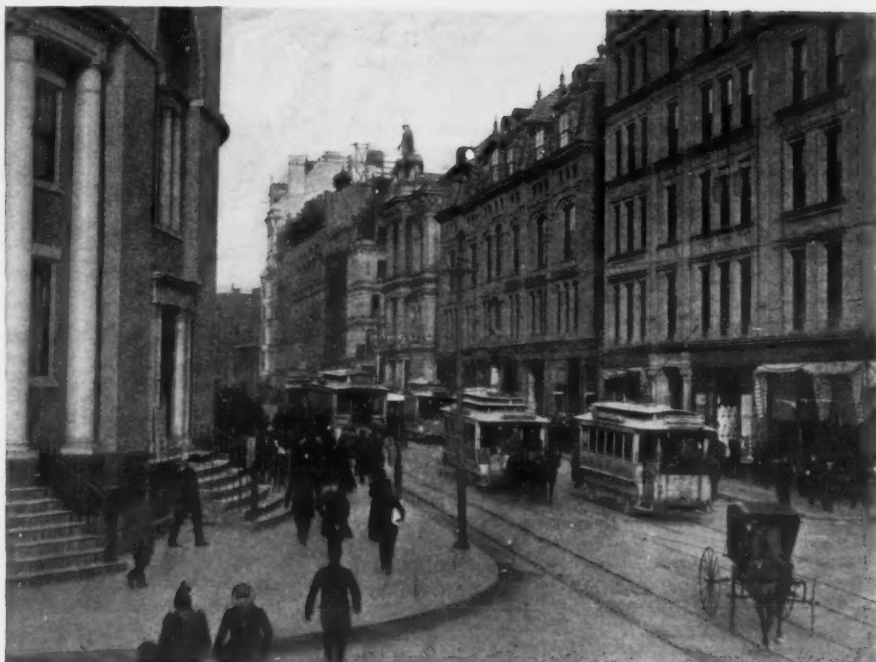
ARLINGTON STREET CHURCH.



PARK AND TREMONT STREETS.—Copyrighted photograph by N. L. Stebbins.



GARDEN.



TREMONT STREET.



OLD STATE HOUSE.

RES OF THE CITY OF BOSTON.

GRAPHS BY PEABODY AND STEBBINS.



MRS. DANIEL SARGENT.—BY JOHN SINGLETON COPLEY.

regular weekly concerts of the Symphony Orchestra, with the still more popular "rehearsals," draw great representative audiences from early in the autumn until late in the spring. The opera seasons, brief and more or less uncertain, cause a flutter; it must be confessed that Boston behaves in her most "provincial" vein with regard to grand opera. The city takes what it can get, but it grumbles, fumes, "kicks," and submits. A fine opera-house is the Boston Theatre, but instead of giving opera there, the mercenary managers go to a vast barn on Huntington Avenue, where they can make a little more money; this indicates what we should be pleased to call a "period of transition." Let the American demand his rights and he will promptly get them, but not until he does demand them will he deserve any consideration. If a stranger wished to get a glimpse of a typical old-time Bostonese crowd, he could do no better than to attend a Christmas oratorio by the Handel and Haydn Society in the Music Hall, and, without flippancy, it may be said that he would hear heavenly music, sung as well as it is likely to be sung here below. An eminent musical critic has made the remark that if there were three of him he might make himself "go around" so as to cover the concerts that are given in the season, and this conveys but a hint of the wonderful activity in the musical life of the community. A new music hall is projected, to take the place of the old one; but there is no immediate probability of the necessity of removal, which was threatened at the time that the "Alley" elevated-railroad project was thought to be going through. The old Music Hall is a dreary, uncomfortable, draughty place, which has lost its handsome feature, the "big organ," and never can be made to look festive, even when the summer-night "Pops" are in full blast, with the accompaniments of beer, tobacco, Strauss waltzes, occasional groups of Harvard boys, and the foliage of prim little spruce-trees set about in tubs under the electric lights. Still, one needs

to see this mild form of European freedom and pleasure flourishing so much as a matter of course in what once used to be the Puritan capital, in order to appreciate how much alike all the world is getting to be.

Boston is known as a good show town by the men of the theatrical profession, and the increase in the number of theatres in the past twenty years has been little short of marvelous. Two decades back there was nothing but the Boston, the Globe, the Museum, the Howard, and a few cheap variety houses. Since then there have been added the Tremont, the Castle Square, the Park, the Columbia, the Bowdoin Square, and, last but not least, Keith's, which, although given over completely to variety shows, is the gayest and most brilliant example of the rococo style in the city, and which has a lobby worthy of a French palace in the Louis XV. period. Swells go to Keith's, because they can endure an hour or two of variety show for the sake of being exhilarated and amused by the most joyous and dainty of interiors. There is nothing elsewhere quite so *riant* and splendid.



MRS. APIGAIL BROMFIELD ROGERS.—BY JOHN SINGLETON COPLEY.

by Ball; Mann, by Miss Stebbins; Leif Ericsson, the Norseman, by Miss Whitney; Adams, by Miss Whitney; Andrew, by Ball; Glover, by Milmore; Winthrop, by Greenough; Columbus, by Buysens; Beethoven, by Crawford; Cass, by Kelly; Warren, by Dexter, etc.

From the day when the first European stepped ashore in Boston, it has been essentially a community of traders, merchants, and business men. Its foreign commerce, growing to royal proportions in the time of the sailing-vessel, has undergone great vicissitudes, but at present its relative growth is asserted on good authority to be greater than that of any other American seaport city. There are a dozen foreign steamship lines, exclusive of those to the Dominion, connecting Boston with Liverpool, London, Glasgow, Hull, Antwerp, West Hartlepool, Hamburg, etc., and with various ports in the Antilles. Boston is said to be the richest city in America in proportion to its population. Its total valuation three years ago was nine hundred and eleven millions of dollars. It is the second wool market in the world, coming after London only. In the leather and shoe trade it leads all America. Its investment interests are stupendous, especially in railroads and mines. It has been largely instrumental in developing the West by the building, promotion, and extension of such great systems as the Atchison, Topeka and Santa Fé, the Chicago, Burlington and Quincy, the Union Pacific, and the Mexican Central roads; the market value of its stocks in Western copper-mines to-day is sixty-five millions of dollars. It has more national banks than New York, and its clearing-house exchanges are exceeded only by those of New York and Chicago. In the volume of dealings on its stock exchange it is second to New York only; and the price of a seat on the exchange is twelve thousand dollars. These are a few of the items that gauge the relative importance of the city as a business centre. The merchants are truly the "solid men of



MRS. FREDERICK P. VINTON.—BY FREDERICK P. VINTON.

The squares, parks, streets, and places of Greater Boston are copiously embellished or disfigured by monuments and statues of all degrees of inferiority. Bunker Hill Monument, a plain granite obelisk two hundred and twenty-one feet high, and costing over one hundred and fifty thousand dollars, is no longer a marvel of height, as it was in 1843, when it was finished; it is a landmark perfunctorily visited by country cousins, and many thousands of Bostonians have never climbed to its top, even as many thousands of London folk have never seen the Tower. The Army and Navy Monument, on the Common, dedicated in 1877, and built at the contract price of seventy-five thousand dollars, is a decorated Doric column of granite, surmounted by a colossal bronze figure of the Genius of America, and surrounded at the base by four heroic bronze figures and by bronze reliefs. The Boston Massacre Monument, also on the Common, was erected in 1888, and cost twelve thousand dollars. It was dear. It is a conglomerate affair of granite and bronze, the round, tapering monolith forming its central feature having afforded the wits of the town a nine-days' festival of ribaldry. The Ether Monument, in the Public Garden, is an interesting and respectable memorial of a great discovery, built in 1868; it is a sculptured fountain of gray and red polished granite, crowned by a group of the Good Samaritan and the man who went down to Jericho and fell among thieves, carved by J. Q. A. Ward, who also modeled the bass-reliefs. The great marble groups of "Science Controlling the Forces of Steam and Electricity" and "Labor Protecting the Family and the Arts," by Daniel C. French, on the top of the post-office, one hundred feet above the pavements, are among the best examples of symbolic sculpture in the country. The Emancipation group, Park Square, by Thomas Ball, is a replica of the Freedmen's Memorial in Washington. The best of the portrait-statues in Boston are the equestrian Washington in the Public Garden, by Ball, the Farragut in the Marine Park, by Kitson, the Franklin in the City Hall yard, by Greenough, the Garrison in Commonwealth Avenue, by Warner. The other portrait-statues are those of Prescott, by Story; Quincy, by Ball; Everett, by Story; Hamilton, by Rimmer; Webster, by Powers; Sumner,



MISS HANNAH LORING.—BY JOHN SINGLETON COPLEY.



MRS. FREDERICK L. AMES.—BY BENJAMIN CONSTANT.



NEW TREMONT TEMPLE—EXTERIOR

Boston," and they are looking forward to future contingencies, future chances of competition, with a watchful eye to the maintenance of Boston's position. The public ownership of the docks and the improvement of the terminal facilities of the port are now the burning questions before them; and on the proper and wise settlement of these and other cognate questions the city's future commercial standing chiefly depends.

Malden and Its Industries.

The suburbs of Boston are famous for their beautiful natural locations, their shaded avenues of elms, and quiet hillside streets where cluster pretty homes and fine mansions. The population of these places is made up largely of Boston business men. Yet many of the suburbs have an independent existence and distinctive industries which entitle them to consideration as separate municipalities. Among such Malden stands pre-eminent. Situated five miles north of Boston, on the borders of Middlesex Fells, the finest natural park contiguous to any metropolis, Malden long since became a favorite residence section. Aside from this, it is the seat of one of New England's greatest industries, the manufacture of rubber boots and shoes.

Some of Malden's finest public buildings have been the direct outgrowth of the rubber industry through the beneficence of the man who stands at the head of that enterprise, Hon. Elisha S. Converse. He has given to the city the fine brown-stone public library, known as the Converse Memorial, in memory of his son. It contains twenty-five thousand volumes and a well-selected art collection. Adjoining the library is the First Baptist Church, of rough granite. To this he was also a generous donor.

Another of his benefactions deeply appreciated by the people is the Malden Hospital. He gave a tract of high, wooded land as a site, and contributed liberally toward the building. It has a rare location on the borders of a dense natural forest. Connected with the hospital is the Nurses' Home, which is a nurses' training-school as well.

Though Malden is surrounded by the finest natural parks, the only improved one of any extent is the one-hundred-acre tract of Pine Banks Park. Though this is private ground, the public have free access to it. Its woods, open grassplots, hills and dales form the finest private grounds to be found anywhere. Its principal roads, the Cliff Drive and Ravine Drive, attract coaching parties from all the surrounding towns, and even from Boston. The

is the huge factory which forms part of the plant of the Boston Rubber Shoe Company. At some distance to the south is their other large building. Instead of disfiguring the landscape, these symmetrical buildings rather lend stately grace, and suggest the substantial foundation of the prosperity of this well-nigh model manufacturing community. For out of Malden's thirty-two thousand population ten thousand are connected with or dependent upon the rubber works. Over three thousand are operatives.

All the latest improvements in the manufacture of this line of goods can be seen in these works. There are ponderous machines for grinding the raw rubber, great calenders and machines for making heels, ingenious rollers that make the soles and stamp them, and many other appliances that are necessary to perfect the twenty-six separate parts of a rubber boot, which give some idea of the intricate mechanism required to turn out the modern rubber footwear.

The output of these factories is fifty-three thousand pairs of boots and shoes a day, exceeding that of any other company in the world, and the business is world-wide; for foreign orders consume a considerable part of the yearly output of fifteen million pairs. Forty-two years ago, when the company was first organized, the old Edgeworth mill turned out but six hundred pairs a day. The capitalization of the company was then seventy-five thousand dollars; now it is five million dollars.

As above stated, Mr. Converse has been the directing genius of the company from the first. He is a native of Needham, Massachusetts, and was born July 28th, 1830. His schooling was fragmentary, and at an early age he was employed as clerk in a Boston shoe store. He after-

the real work of his life. He has been a resident of Malden since 1850, and in 1882, when it became a city, he was its first mayor. Malden is proud of her principal industry and the man who has made it.

Jordan, Marsh & Co.

GREATER BOSTON'S GREATEST STORE.

MERCANTILE Boston is justly proud of the great firm-name of Jordan, Marsh & Co., which is so intimately and so broadly identified therewith as to be literally a household word in every town and village in New England.

The vast establishment for which this name stands, with its unequalled location, fronting on three streets, in the very heart of the city, its thousands of employes, its splendidly equipped salesrooms, its magnificent stock of merchandise, is not only by far the greatest store of Greater Boston, but it takes its place in the front rank of the great mercantile establishments of the entire world.

Jordan, Marsh & Co. have occupied their present location since 1861, succeeding in that year to the business of George W. Warren & Co., at No. 242 Washington Street, whose store comprised an area of some twelve thousand square feet. The firm realized from the beginning that a great opportunity was theirs if they but had the courage and ability to improve it. They possessed unlimited enthusiasm, energy, and perseverance, and they determined to give the people the best stock of goods and the best store in New England. That they have succeeded in this is shown by the magnificent patronage which the people of New England have accorded them, and by the world-wide reputation which they enjoy to-day.

Immediately after their occupation of the Washington Street store the business began to increase, and from that time until to-day the constant growth of their trade has necessitated change after change, enlargement after enlargement, involving the expenditure of immense sums, until the twelve thousand feet of 1861 has expanded into the four hundred thousand square feet of 1895; and the small store, selling a few lines of goods, into the mammoth establishment selling everything.

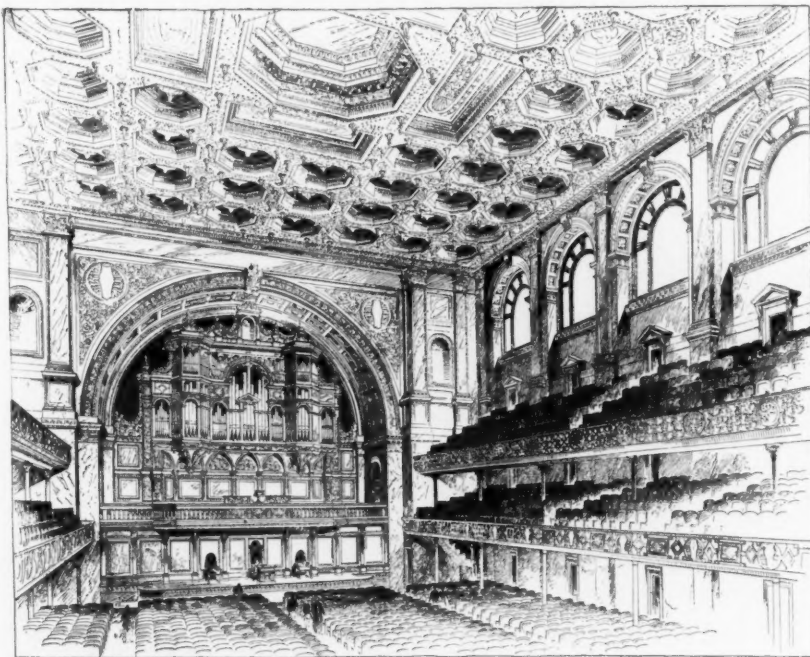
In 1861, dress-goods, silks, notions, and domestic articles comprised their stock. To-day, from their well-nigh limitless assortments of almost every conceivable class of goods, it is possible for man, woman, or child to obtain not only any desired article for personal use, but everything for the complete furnishing of the house, from attic to cellar.

The equipment of this great bazaar is unsurpassed, and the most modern steam and electric machinery, as well as all the appliances which the nineteenth century has produced to make shopping a pleasure, are utilized within its walls.

The foreign service is justly celebrated for its completeness. Buyers for Jordan, Marsh & Co. are on the alert at all times in every market on the globe, and the choicest products of the world's workshops are brought to their counters direct from the original producers.

One of their latest and most successful enterprises is their great furniture establishment, a large building, extending through an entire block, situated across the street from their main store, and which is devoted exclusively to the sale of fine furniture.

The mail-order department is another important feature of this multiplex business. Beginning in the most humble way, with one young man to fill the casual orders, to-day several

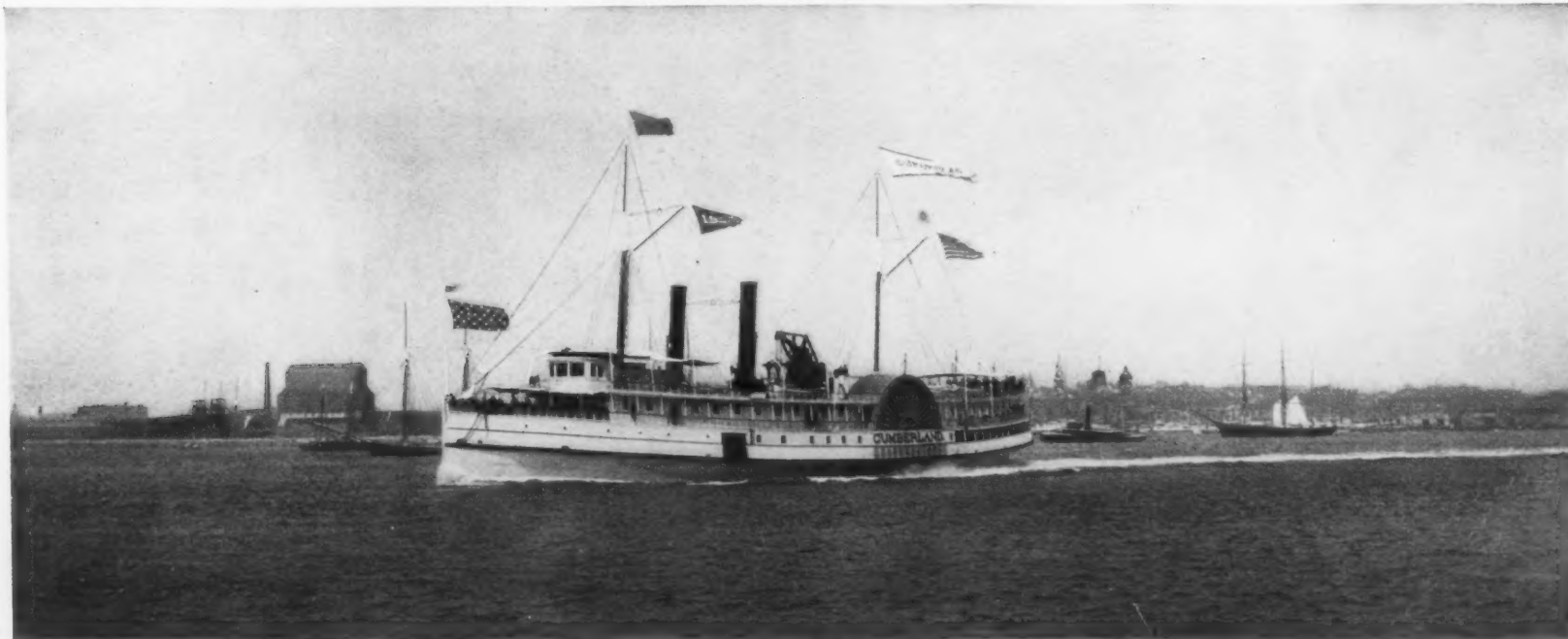


NEW TREMONT TEMPLE—INTERIOR

most conspicuous feature of this park is Mount Ephraim, which rises six hundred feet above sea-level. From this point the ocean may be seen eight miles to the east, and it commands a view of four counties. A stone observatory is to be erected upon this summit.

Nestling close by the side of Pine Banks Park

ward became apprenticed to a tailor in Connecticut, and subsequently returned to Boston to enter the shoe and leather business. It was about that time that he saw the opening in the rubber business, then in its incipency. Taking advantage of what he thought would be a growing business, at the age of thirty-three he began



BOSTON HARBOR.—Photograph by N. L. Stebbins.



JORDAN, MARSH & CO., WASHINGTON, SUMMER AND AVON STREETS.

hundred employes are needed to fill the constantly increasing flood of orders pouring in from every part of the country. Twice a year a catalogue (a veritable encyclopædia of their immense stock) is issued and mailed to many expectant thousands in all parts of the United States.

All these departments are stores in themselves, with the best-selected and largest stocks of their kind, thoroughly equipped with intelligent sales-people, and every facility given to assist the buyers in the selection of their merchandise.

Messrs. Jordan, Marsh & Co. find many ways of expressing their appreciation of the unexampled public favor and patronage they enjoy. One of the best forms of this expression is in the way they care for their army of employes. In the many changes that have taken place for the benefit of their customers the firm have not forgotten their own work-people, as the beautiful tower-room, known as the "sewing-girls' hall," will attest. Opportunities are given here for music, dancing, etc., which are heartily

enjoyed by the employes who participate. In many other particulars the firm have made liberal provision for the comfort of those in their service, believing wisely that as many advantages and pleasures as may be consistent with their duties to the public should be the privilege of all in their employ.

Representative Boston Interests.

AMONG the newspapers of this city the Boston Herald has occupied a leading position for two decades. With its morning, evening, and Sunday editions it enjoys not only a large metropolitan circulation, but reaches to every corner of New England, and may be found on the news-stands throughout the whole country.

The tall Herald building is a marked feature of Newspaper Row, on Washington Street. This is the best-equipped newspaper in New England. It has dispensed with the old system of pneumatic tubes and substituted the cash-car system. By this means a "copy" box is at

every editor's and reporter's desk. It flashes "copy" to the composing-room and the box returns immediately to its place in waiting. This arrangement has not been introduced into any other newspaper office, and was the idea of a Boston Herald man.

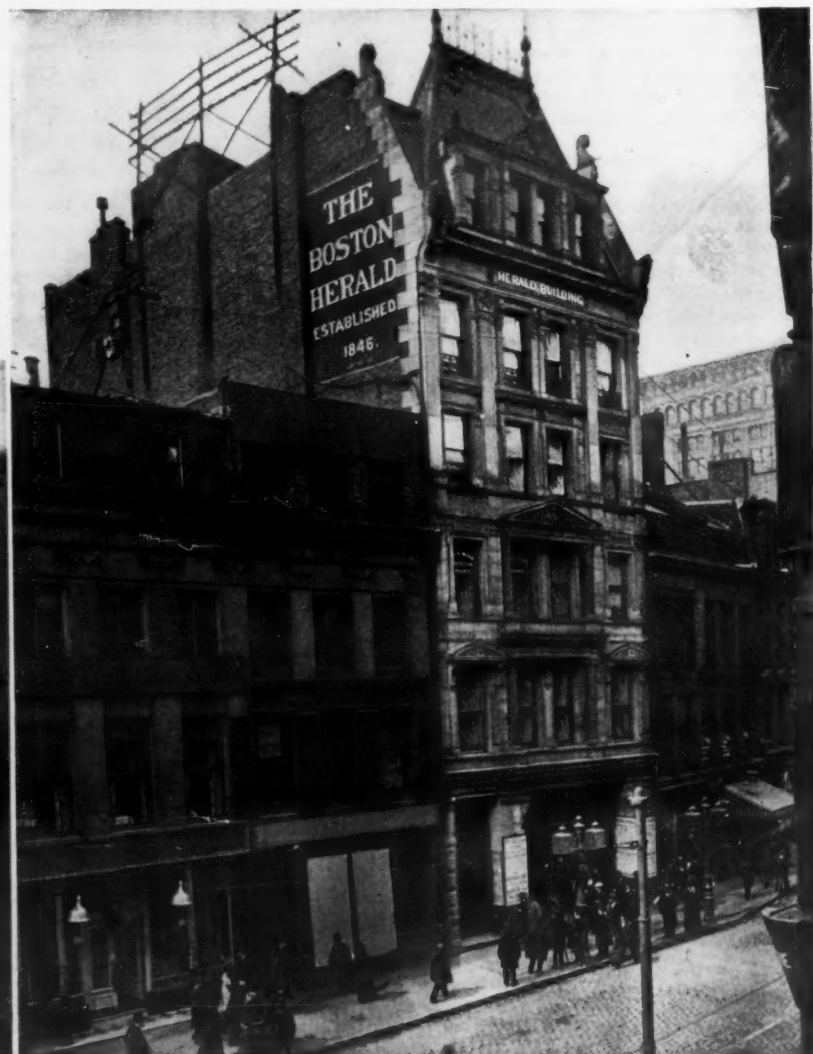
A firm which well represents the leather trade is White Brothers & Co. They are widely known

among shoe men as the originators of tan leathers for summer shoes. This firm was established in 1863 by W. H. White, the present senior member of the firm, who then built a small tannery in the Belvidere district of Lowell. It was an unpretentious affair devoted to the tanning of light skins, which Mr. White manufactured

(Continued on page 365.)



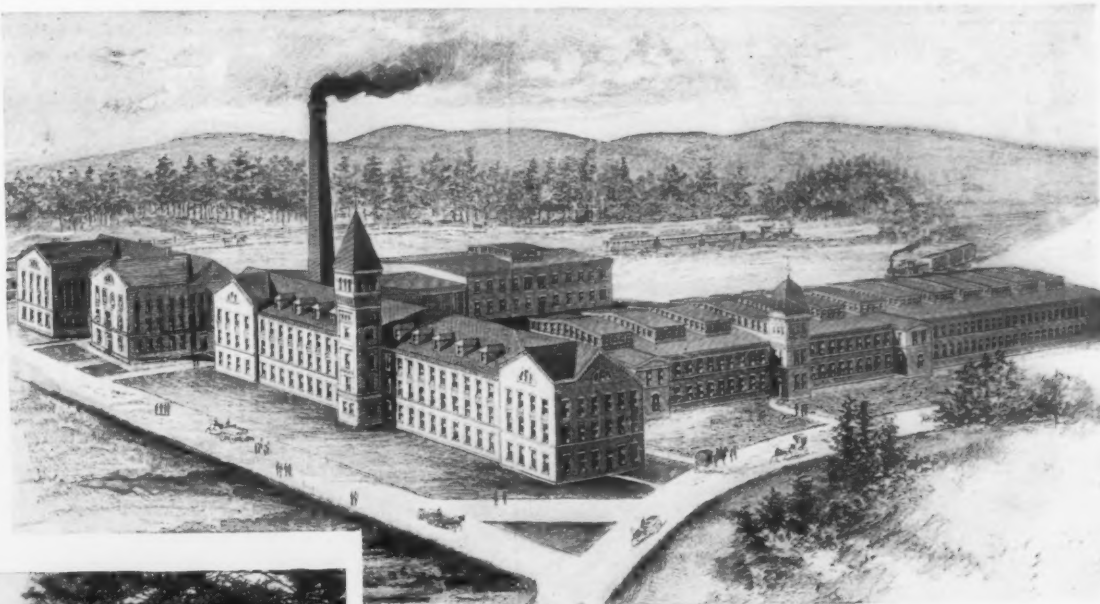
BOSTON'S OLDEST FISH FIRM, JOHN B. NEAL & CO., T WHARF.



THE BOSTON HERALD BUILDING.



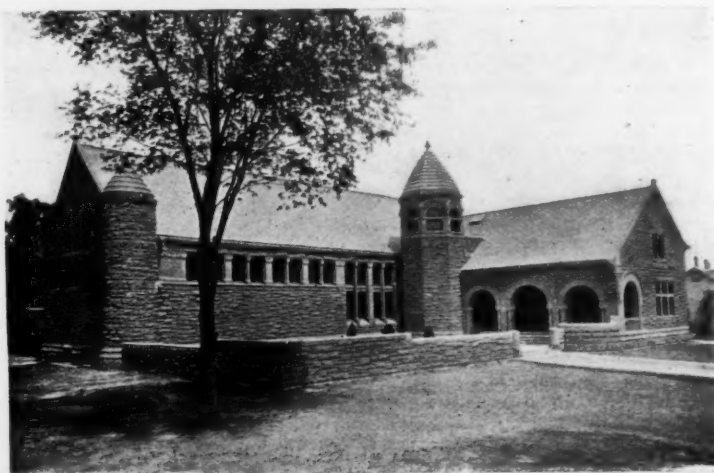
YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.



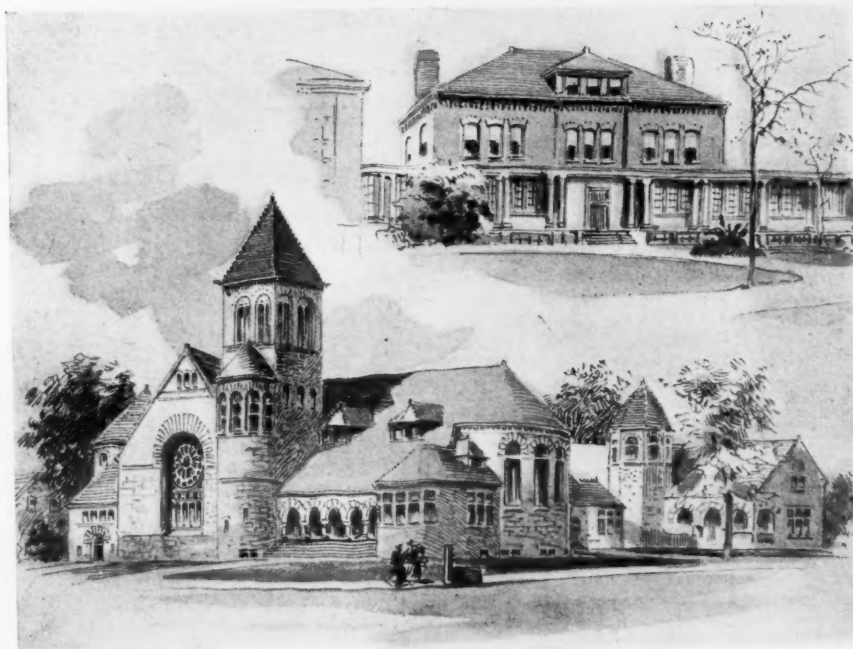
MILL NO. 2, BOSTON RUBBER SHOE COMPANY.



CLIFF ROAD, PINE BANKS PARK.



PUBLIC LIBRARY.

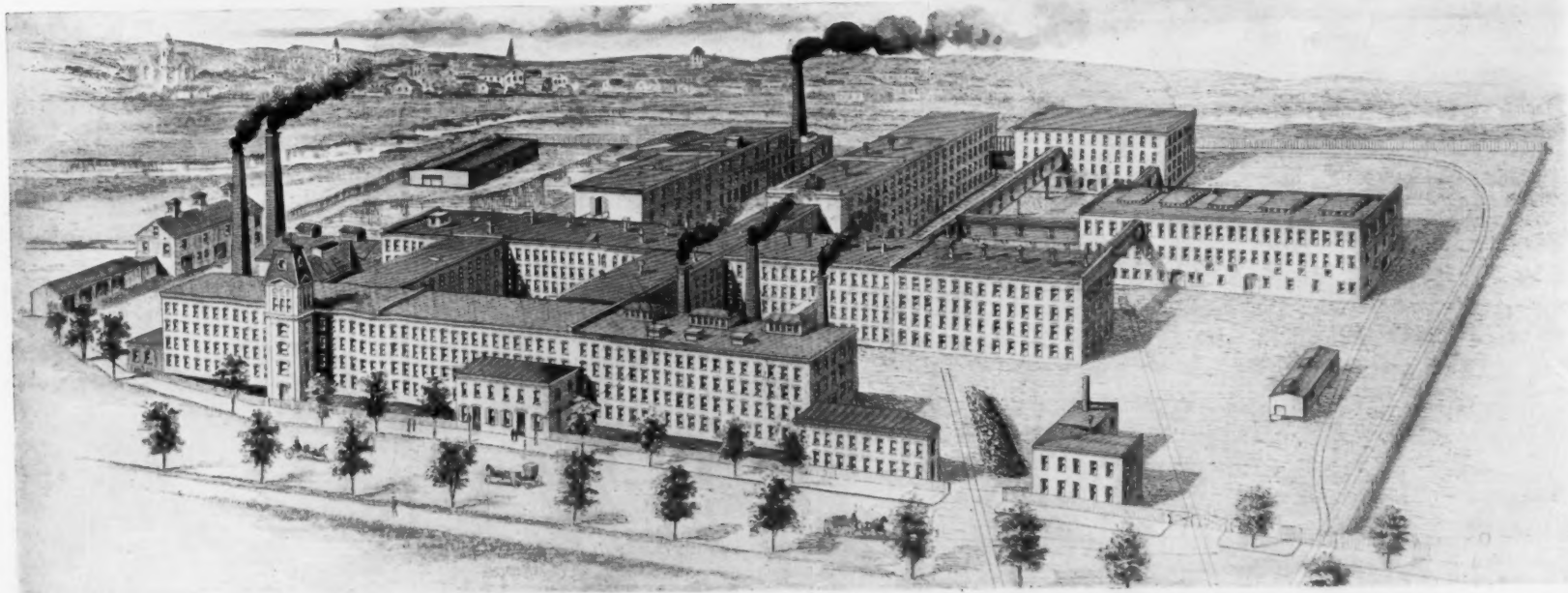


BAPTIST CHURCH.

HOSPITAL.



DRIVE THROUGH THE WOODS, PINE BANKS PARK.



MILL NO. 1, BOSTON RUBBER SHOE COMPANY.

VIEWS OF MALDEN, MASSACHUSETTS.



ONE OF THE FACTORIES.

Scientific Methods Applied to Bicycle-making.

THE above illustration represents one of the three factories of the Overman Wheel Company, makers of Victor bicycles. These immense factories, forming as they do the largest and most complete bicycle plant in the world, are located in Chicopee Falls, Massachusetts, one of the suburbs of Springfield. The Overman Wheel Company have been engaged in the manufacture of bicycles for fourteen years, and their wheels are known far and wide to-day as the finest that money, skill, and painstaking care can produce. The company were pioneers in the manufacture of the safety bicycle, and while others have looked upon cycling as a mere pastime, they have always held that the bicycle would prove to be an important factor in civilization, and surely the present day shows the realization of their theory. The high reputation sustained by the Victor bicycle is attributable to several causes, first among which are the use of the finest materials, without regard to cost, the application of scientific tests, and the untiring energy and watchfulness of its makers.

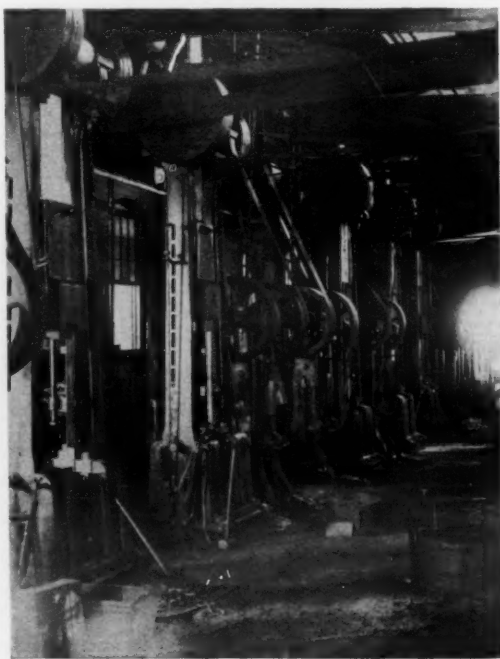
The great problem that is everywhere pressing for solution to-day in the manufacture of bicycles is: How to secure light draft. In their attempts at the solution of this problem many manufacturers are scrambling over one another in frantic efforts to produce the lightest-weight machine.

While in the main this tendency has brought about decided improvements in the bicycle, yet it has been accompanied with much risk to the rider, and, in some instances, a reckless disregard for the safety of life and limb.

Many manufacturers have almost entirely lost sight of the fact that a bicycle must be strong as well as light; they have also failed to discriminate between draft and weight. Though draft and weight are closely related, they are by no means one and the same thing; and the manufacturers who have simply been trying to make a light bicycle have lost sight of the most important factor in the construction of the machine. Simply cutting out weight here and there, and relying upon the varying judgment of racing men and expert riders, is a very crude way in which to attempt the solution of the real problem before the manufacturer. The weight of the rider, the condition and grade of the track, direction and resistance of the wind, size and friction of the tires, and a score of other factors confuse and complicate the problem to such an extent that nothing but the most scientific means is adequate to its solution.

Long ago the Overman Wheel Company grasped the problem in its essential features and began a long series of experiments which have resulted in the invention of special testing devices such as the world has never before known. With light draft as their goal, their expert mechanics concentrated their efforts upon the supreme task of producing the easiest-running, while at the same time the safest

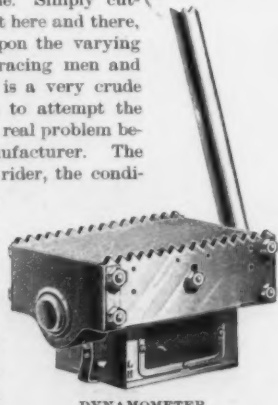
constructed bicycle on the market. In order to do this it was necessary to test, weigh, or determine with accuracy the draft of a bicycle in actual use. Racing men's opinions, coasting contests, long-distance riding, and all other forms of guessing, "Try it again," and rule-of-thumb methods were brushed aside in their search for the unknown quantity. Nothing but



FORGE-SHOP.

actual measurement of power was worth considering. Their only resort, therefore, was to the impartial tests of mechanical appliances and mathematics. By repeated experiments along this line, the Overman Wheel Company created and brought forth the Victor Dynamometer, an invention which is destined to mark an epoch in bicycle construction.

The Victor Dynamometer is an accurate device for measuring and recording the applied power in the actual and regular use of the bicycle. By means of the delicate recording apparatus of this machine, the Overman Wheel Company are enabled to determine the amount of power required to drive a bicycle under all



DYNAMOMETER.

VICTOR DYNAMOMETER
ORIGINATED BY THE
OVERMAN WHEEL CO.



DYNAMOMETER RECORD.

sorts of conditions and with every variety of equipment. While others guess, and guess again, the Victor people know. They know, for example, that extreme light weights have been secured by many manufacturers at the expense of strength, durability, rigidity, and

easy-running qualities. They know that ease, pleasure, and safety in riding a bicycle depend far more upon positive knowledge on the part of the maker, and on the use of exact methods in construction, than on a two or three pound difference in weight.

By means of a corps of scientific expert employes in their factories, and by the ingenious system of testing devices invented, perfected, and applied by them, the Victor people are able to say, "These are facts."

The pre-eminence of the Victor bicycle has not been achieved without great labor and expense; it has been necessary time and again to find out the best way to proceed in operations that were entirely new; each new method needed to be tested scientifically in order that its value might be mathematically ascertained.

The records of the Victor Dynamometer are taken on paper strips at the pedals, and a run of over a mile may be made on one continuous strip. This invention has been used to determine every feature in the construction of the machine which bears upon draft; for instance, it tells how many pounds pressure an eight-tooth sprocket wheel requires as compared with a seven-tooth sprocket. It is through such accurate measurements of power that the Victor people adopted an eight-tooth sprocket—because a sprocket with a less number of teeth requires more power to run, and will wear out both sprocket and chain much faster. This is but one of the many features subjected to, and determined by, their testing appliances. As the result of such careful investigation the Victor bicycle stands to-day without a peer, as combining in one machine safety, long life, light

weight, and light draft; and it is a remarkable fact that in the whole realm of bicycle construction there is but one instrument and one maker able to determine with absolute accuracy by a scientific method the exact amount of power required to propel a bicycle. The makers of the Victor bicycle were the first in the field with a hollow tire, and they have instituted many methods of their own in the construction of experimental forms of tires. In the evolution of the pneumatic tire they took a leading part . . . and their system of selection has resulted in the Victor Pneumatic, a tire which cannot be used on any other machine, as it is reserved for Victor's only. Other things being equal, the best pneumatic tire will have the greatest resilience; or, in other words, will give back with least loss the power which is applied to it. A resilient tire will rebound higher when dropped from a certain height, and will continue to rebound a greater number of times, and for a longer period, than a tire having less of this quality.

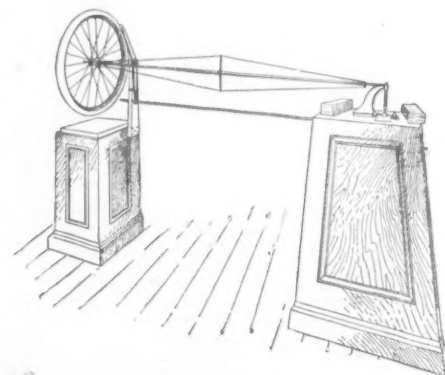
The Victor people early recognized this indispensable quality in the pneumatic tire. Here, again, an appeal was made to mechanics and science. The result was the most unique invention yet brought out by bicycle manufacturers—namely, the Victor Resiliometer.

This device was conceived, built, and named in the Overman factory, and showed to the world, conclusively and without controversy, exact facts in regard to the relative resiliency of different pneumatic tires and the superiority of the Victor tire. By means of this device the resiliency of a tire can be accurately determined . . . but no other tires than the Victor are so tested, and none have yet stood an actual test so well. The main feature of the Resiliometer is its extreme simplicity. It consists of a horizontal pivoted lever having a wheel attached to its longer arm, and a recording pencil affixed to the shorter arm. The wheel to be tested is raised and held locked at a certain height, which is the same in all cases; it is then automatically released and dropped upon a solid stone base, upon which the wheel rebounds again and again, more or less, according to the resiliency of the tire. The pencil moves with the short arm of the lever, and takes a certain position on the recording card. The card

is then moved by contact with a pair of rollers, which draw it forward at an even rate of speed, the pencil making a straight line along the card while the wheel is at rest, and a series of curves corresponding to the rebounding of the wheel, higher at the start, and gradually diminishing until the wheel ceases to bound. In 1894 the Overman people challenged the world to produce a more resilient tire than the Victor. The design of the Victor bicycle is not constructed in this or that way because it looks better, but because it is better. In making changes in their bicycle, the Overman Company do not follow the fashion—they make it. Changes in the construction are subjected to impartial mechanical tests that direct this or that form of construction with mathematical accuracy. Nothing but the best is put into a Victor bicycle . . . best crucible steel, pure

Para rubber, rigid inspection of all parts, individual test of every piece . . . these are the key-notes of Victor construction.

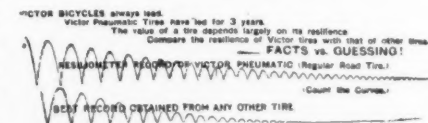
Mr. Overman and his associates at Chicopee Falls, Massachusetts, have been longer in the field of improvement than any other bicycle maker, and they have had a greater faith in the permanent demand for bicycles; while others were making bicycles in a merely tentative way to supply the demand created by what they deemed a passing fad, the makers of the Victor were building, in a substantial and thorough manner, a bicycle plant at once the most permanent and most complete in existence. Every department is complete—rubber-mill, carpenter-shop, forge-shop, automatic machinery department, blacksmith-shop, etc., together with one of the most complete set of offices—including long-distance telephone connections,



RESILIOMETER.

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RESILIOMETER RECORD.

telegraph-office, etc.—employing numerous stenographers, type-writers, and clerks.

While many experts are employed in this vast plant, yet the direct supervision of the entire system is under the immediate control and guidance of President A. H. Overman, who combines to a remarkable degree the talent of a leader of men, a mechanic, and a thorough business man.

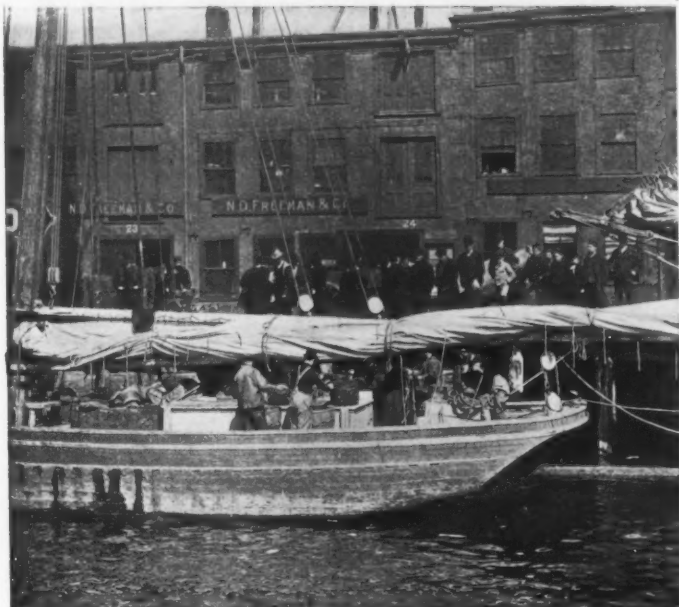
The Victor people are known the world over as leaders.

In the 1895 catalogue eight models are offered to the public—five heights of frame in the gentlemen's wheel, two heights of Victorias (the ladies' wheel), and a racer which can also be furnished in five heights of frame.

The company now has branch houses in Boston, New York, Detroit, Denver, San Francisco, Los Angeles, and Portland, Oregon, and are making shipments besides to several foreign lands. The demand is ever increasing, as it must as long as Victor bicycles are synonymous with the greatest strength, the lightest weight, and the greatest ease in running. The public appreciates an honest wheel, honestly made; in short, such a wheel as the Victor.



MR. A. H. OVERMAN.



N. D. FREEMAN & CO., T WHARF, WHOLESALE FISH DEALERS.



WILLIAM UNDERWOOD & CO., 52 FULTON STREET, FOUNDERS OF THE CANNED GOODS TRADE.

Representative Boston Industries.

(Continued from page 362.)

into gloves. Subsequent additions have developed into extensive works covering four acres, located near the original site. The making of gloves and glove leathers was long since abandoned, and now the establishment is devoted to

the tanning of fine shoe leathers. Their new Fort Hill plant is the best leather factory in this country. It illustrates the progress in leather manufacture from the old-style tan yard, where rough hides are tanned by bark. Instead of such crude methods the factory is as fine and neat as for watch-making, in which extracts take the place of barks, and the finished product comes out in rainbow colors, and is as pliable as cloth.

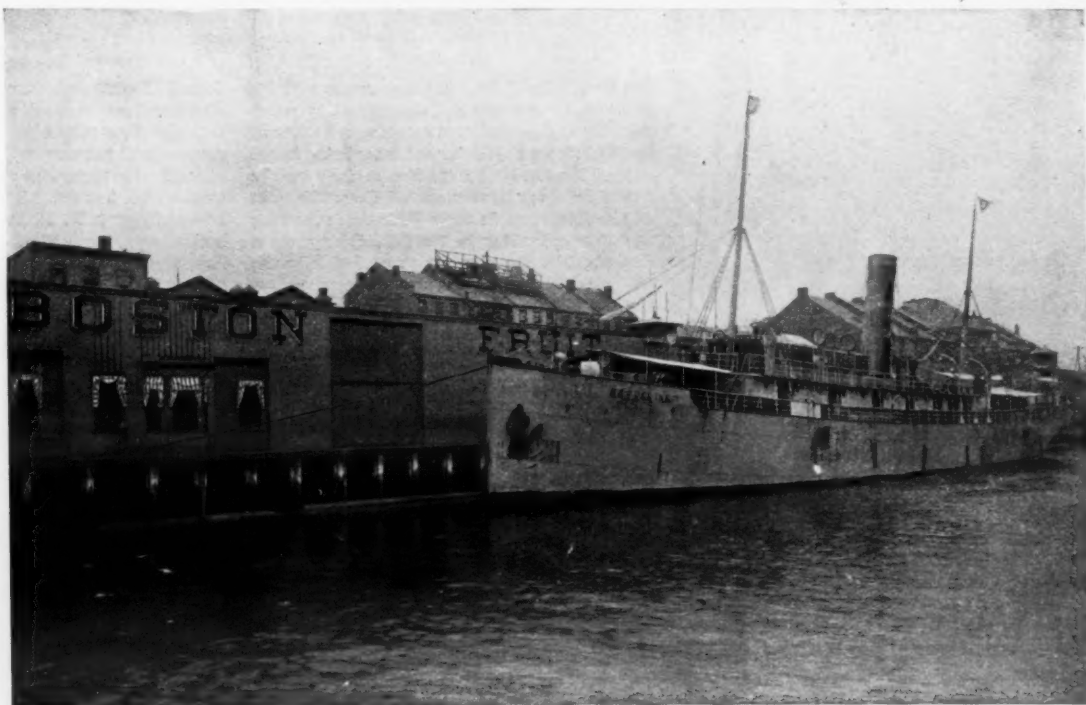
of Ooze Calf, Russia Calf, Harvard, and Bordeaux, colored leathers especially adapted for footwear, also the fine grades of black stock trade-marks of Box Calf and Buffalo Calf. Each of these leathers has made innovations in previous years, and shoe men have come to look every season for novelties from this firm. Their handsome granite Boston store and warehouse is at 175 to 183 Summer Street, in the heart of the famous "leather district."

Paige's fire insurance agency. Here is centred the management, for the metropolitan district of Boston, of the largest fire insurance companies of the world, notably the Imperial Fire, of London, and others. Upwards of one hundred persons are employed in Mr. Paige's agency business. He is also a broker in liability, accident, general casualty, and transportation insurance.

Cod-fishing was the basis of Boston's pros-



WHITE BROTHERS & CO., 175-183 SUMMER STREET, ORIGINATORS OF THE TAN SHOE LEATHERS.



THE WHARVES OF THE BOSTON FRUIT COMPANY.

To accomplish such results the finest arrangements have been made for light, air, and water—the latter being an essential element in making fine leathers. The purest water is drawn from springs under the factory and from driven wells near by on the banks of the Concord River. Such facilities enable this firm to manufacture the largest amount of fine grades of calf leathers in this country. From this place have come the well-known trade-mark brands

One of the latest additions to sky-scraping office-buildings is the John Hancock, extending from Federal to Devonshire Streets. It is owned by the John Hancock Mutual Life Insurance Company, the youngest regular life insurance company of the State. Its charter was granted April 21st, 1862, under the Massachusetts Legislative act of 1861. Accordingly, all its policies are on the non-forfeitable plan. It is the only company governed entirely by that law.

Just a few steps from State Street, under the shadow of the mammoth stock exchange building at 20 Kilby Street, is the handsome brown-stone four-story building occupied by John C.

perity in early colonial days, and the fisheries still continue to be one of the most substantial and distinctive industries. T wharf, at the foot of State Street, is exclusively devoted to the use of the fish-merchants, who are all bound together into one corporation, the New England Fish Exchange. The open dock floor of this exchange is as exciting a trading place on Wednesday and Thursday of each week as the stock exchange in State Street. For on those days hundreds of fishing-schooners come in from the "Banks" and discharge their "fares" in time to get the best prices for the Friday consumption.

On the upper floor of the store of the oldest



FACTORY OF WHITE BROTHERS & CO., AT LOWELL, MASSACHUSETTS.

Nestlé's Food



MORNING

NESTLÉ'S FOOD is a complete and entire diet for babies, and closely resembles mother's milk. Over all the world Nestlé's Food has been recognized for more than 30 years as possessing great value as a protection against Cholera Infantum and all other forms of Summer Complaint. Your physician will confirm this statement.



NOON

NESTLÉ'S FOOD is safe. It requires only the addition of water to prepare it for use. The great danger always attendant on the use of cow's milk is thus avoided. The prevalence of tuberculosis in cows, and the liability of cow's milk to convey the germs of disease, makes its use as a food for infants dangerous in the extreme.



NIGHT

NESTLÉ'S FOOD is nourishing. It makes firm flesh, strong bone and rosy cheeks. For good health, sweet temper and sound sleep, give your baby Nestlé's Food—morning, noon and night—all the year round.

Consult your doctor about Nestlé's Food, and send to us for a large sample can and our book "The Baby," both of which will be sent free on application.

THOS. LEEMING & CO.
73 Warren Street, New York



JOHN HANCOCK MUTUAL LIFE INSURANCE COMPANY'S BUILDING, 178 DEVONSHIRE STREET.

fish firm, John R. Neal & Company, is a fishing museum. It represents, in a series of oil-paintings, the whole process of catching a cod-fish or haddock, from the fishing-schooner being towed out of Boston harbor to her arrival on the Grand Banks of Newfoundland, the putting out of the fishermen in their little dories, setting the trawls, hauling in the fish, taking them aboard ship, stowing away, and finally the landing of the fares amid the exciting scenes of the Fish Exchange. Besides this, the museum contains models of all kinds of fishing-vessels used on the New England coast, and illustrations of how every kind of fishing is conducted. There are also cabinets of deep-sea curiosities, most of which fishermen have brought into this dock, such as sea-corn from the Grand Banks, a sturgeon scale taken from the ship *Sachem*, wrecked in 1825, a blue china vase taken from a wreck fifteen hundred feet deep by a fisher's net. There are beautiful sea-grasses from the *La Have* ridges, six hundred feet below the surface. There are also rare shells from the Gulf

of Mexico, the Pacific coast, Japan and China seas, and the Indian Ocean. Part of this collection was on exhibition at the World's Fair.

Mr. John R. Neal, who collected all this material, is a veteran fisherman, a native of Wellfleet, Cape Cod. He grew up as a fisher-boy and went into the market business twenty years ago. He is now president of the Fish Exchange corporation. He was one of the first in this country to manufacture haddock into finnan haddie, a process of curing, smoking and salting which gives a distinctive flavor and preserves for several weeks, making it a valuable product for shipment to interior cities. Mr. Neal has always bought the best quality of fish for this purpose, and has built up a trade in finnan haddie that is almost continental, in addition to his fresh-fish business. To supply an imperishable haddock product all the year, Mr. Neal has just built a factory for canning finnan haddie, which will be put on the market under the trade-mark of

John R. Neal & Co.'s Star Brand. As a superior cheap fish food, canned haddie will doubtless take high rank and become a great industry in New England.

Another example of a practical fisherman who has established a wholesale business is N. D. Freeman, who has a large store at 24 T wharf. Mr. Freeman was on a fishing schooner eight years before he went into the business ashore. He now has one of the largest fresh-fish trades on the wharf. Considerable of his business is done on commission, fish being consigned to him by the fishermen as far south as the Carolinas and northward to the St. Lawrence River, and from Puget Sound on the Pacific coast.

The packing of food in tin cans, or the making of what is now called canned goods, originated in Boston. In 1822 the firm of William Underwood & Co., which began this business,

was founded. Up to 1840 their output was small, and the business did not extend to other places. But in the succeeding fifty years the canned-goods output has developed to one thousand million cans annually in this country. The putting up of fruits and vegetables has drifted to the sections westward where the green products are raised. Beef-packing naturally found a centre in Chicago, but the canning of fish and some kinds of meats has been carried on in increasing proportions by the firm mentioned above. With New England conservatism the original name and policy is still continued by the son and grandson of the founder. They have six factories from Cape Cod to Nova Scotia. Their large warehouse and salesrooms are in the market district of Boston, in Fulton Street, not far from Faneuil Hall.

The long row of dingy, ancient buildings in North Market Street, opposite the Quincy market, has been invaded within three months by a conspicuous terra-cotta, brick and copper ornamental front. It is the North Packing Company's new market and office building. This is one of the oldest and largest packing-houses in



THE NEW OFFICE AND BUILDING OF THE NORTH PACKING AND PROVISION COMPANY, NORTH MARKET STREET.

the country. It this year rounds out forty years of existence. G. T. Swift is president, and E. C. Swift general manager. Their plant at Somerville, just beyond the Boston city limits, covers thirteen acres, and forms the model pork-packing establishment of the world. In addition to pork, the packing of beef and the general distribution of fresh and cured meats to domestic and foreign markets constitutes the business of the corporation.

Long wharf, on Atlantic Avenue, not far from T wharf, is where the tropical fruit business is conducted. Here the fast steamships of the Boston Fruit Company land their cargoes of bananas, coconuts, oranges, lemons, and other products. This company represents the consolidation of two interests, an association of Boston merchants with a firm of grocers and exporters of tropical fruits in Jamaica. This corporation owns thirty-five plantations, comprising thirty-six thousand acres, and the deep-water frontage of the two best harbors on that island—Port Antonio and Port Morant. They own lines of steamships plying from those ports



JOHN C. PAIGE, FIRE INSURANCE AGENCY, 20 KILBY STREET.

to Boston, Philadelphia, and Baltimore. Their recent addition of two fast steamers, the *Brookline* and the *Barnstable*, with superior passenger accommodations, have proved extremely satisfactory to the select class of tourists who have availed themselves of these facilities to visit one of the most charming islands of the West Indies.

Three Wants.

"Reason's whole pleasure, all the joys of sense, Live in three words—health, peace, and competence."

So says the poet. Competence counts for little when one is sick, and peace is disturbed when health is upset, so that the poet rightly places health first. To have good health you must have pure blood. From the blood the system receives all its material of growth and repair. The best blood purifier is Dr. Pierce's Golden Medical Discovery, which is world-famed and sold everywhere. It is a sovereign remedy for all diseases due to impoverished or impure blood, as consumption, bronchitis, weak lungs, scrofula, old sores, skin diseases, and kindred ailments.

A New Cure for Asthma.

MEDICAL science at last reports a positive cure for Asthma in the Kola plant, found on the Congo River, West Africa. So great is their faith in its wonderful curative powers, the Kola Importing Company, 1164 Broadway, New York, are sending out large trial cases of the Kola Compound free to all sufferers from Asthma. Send your name and address on postal-card, and they will send you a trial case by mail free.



NEW KIDNEY AND BLADDER CURE.

THE new botanic discovery, Alkavis, is an assured cure for kidney and bladder diseases, pain in back, and rheumatism. The best proof is that the Church Kidney Cure Company, 418 Fourth Avenue, New York, will send you treatment by mail prepaid free, if you send them your name and address. Alkavis has certainly wrought some wonderful cures, and we advise our readers to try it, as it is offered free.

DEER PARK,

ON THE CREST OF THE ALLEGHANIES.

To those contemplating a trip to the mountains in search of health and pleasure, Deer Park, on the crest of the Alleghany Mountains, three thousand feet above the sea-level, offers such varied attractions as a delightful atmosphere during both day and night, pure water, smooth, winding roads through the mountains and valleys, and the most picturesque scenery in the Alleghany range. The hotel is equipped with all adjuncts conducive to the entertainment, pleasure, and comfort of its guests.

The surrounding grounds, as well as the hotel, are lighted with electricity. Six miles distant, on the same mountain summit, is Oakland, the twin resort of Deer Park, and equally as well equipped for the entertainment and accommodation of its patrons. Both hotels are upon the main line of the Baltimore and Ohio Railroad, having the advantages of its splendid Vestibule Limited Express trains between the East and West. Season excursion tickets, good for return passage until October 31st, will be placed on sale at greatly reduced rates at all principal ticket-offices throughout the country. One-way tickets, reading from St. Louis, Louisville, Cincinnati, Columbus, Chicago, and any point on the Baltimore and Ohio system, to Washington, Baltimore, Philadelphia, or New York, or vice versa, are good to stop off at either Deer Park, Mountain Lake Park, or Oakland, and the time limit will be extended by agents at either resort upon application, to cover the period of the holder's visit.

The season at these popular resorts commences June 23d. For full information as to hotel rates, rooms, etc., address George D. De Shields, Manager, Deer Park, or Oakland, Garrett County, Maryland.

WHERE ARE YOU GOING TO SPEND THE SUMMER?

HAVE you given the matter any thought? The farmers, hotel keepers, and the West Shore Railroad have done it for you. New resorts have been established near New York and in the Catskill Mountains.

An elaborate illustrated book will soon be issued by the West Shore Railroad, giving a long list of summer homes and outing places. The work can be had free on application, or by sending six cents in stamps to H. B. Jago, General Eastern Passenger Agent, No. 363 Broadway, New York.

NATURAL domestic champagnes are now very popular. A fine brand called "Golden Age" is attracting attention.

ILL-TEMPERED BABIES

are not desirable in any home. Insufficient nourishment produces ill-temper. Guard against fretful children by feeding nutritious and digestible food. The Gail Borden Eagle Brand Condensed Milk is the most successful of all infant foods.

SUPERIOR to vaseline and cucumbers. Crème Simon, marvelous for the complexion and light cutaneous affections; it whitens, perfumes, fortifies the skin. J. Simon, 13 rue Grange Batelière, Paris. Park & Tilford, New York; druggists, perfumers, fancy goods stores.

No well-regulated household should be without Dr. Siegert's Angostura Bitters.

Mrs. Winslow's Soothing Syrup

has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Sold by druggists in every part of the world; twenty-five cents a bottle.

Every Man Should Read This.

If any young, old or middle-aged man, suffering from nervous debility, lack of vigor, or weakness from errors or excesses, will inclose stamp to me, I will send him the prescription of a genuine, certain cure, free of cost, no humbug, no deception. It is cheap, simple and perfectly safe and harmless. I will send you the correct prescription, and you can buy the remedy of me or prepare it yourself, just as you choose. The prescription I send free, just as I agree to do. Address E. H. HUNGERFORD, Box A. 251, Albion, Michigan.

NOT SO CONVENIENT.

PHYSICIANS endorse Ripans Tablets by prescribing them when they contain, out in form not so convenient, inexpensive, and accurate as in Ripans Tablets.

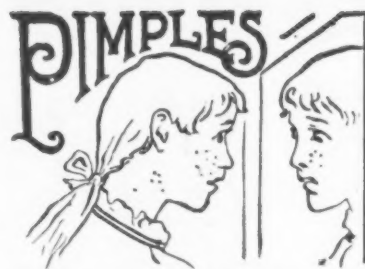
It would be idle to attempt to prove the popularity of the Sohmer Piano. Every child in the United States and Canada knows the Sohmer.

Scott's Emulsion

is Cod-liver Oil emulsified, or made easy of digestion and assimilation. To this is added the Hypophosphites of Lime and Soda, which aid in the digestion of the Oil and increase materially the potency of both. It is a remarkable flesh-producer. Emaciated, anæmic and consumptive persons gain flesh upon it very rapidly. The combination is a most happy one.

Physicians recognize its superior merit in all conditions of wasting. It has had the endorsement of the medical profession for 20 years.

Don't be persuaded to take a substitute! Scott & Bowne, N. Y. All Druggists. 50c. and \$1.



Pimples, blotches, blackheads, red, rough, and oily skin, prevented by Cuticura Soap, the most effective skin purifying and beautifying soap in the world, as well as purest and sweetest for toilet and nursery. The only preventive of pimples, because the only preventive of inflammation of the pores.

Sold throughout the world, and especially by English and American chemists in all the principal cities. British depot: NEWBURY, 1, King Edward-st., London. POTTER DRUG & CHEM. CORP., Sole Props., Boston, U. S. A.

Bartholdi

the great Sculptor of the Statue of Liberty,

writes of



THE IDEAL TONIC:

"Vin Mariani increases and strengthens all our faculties."

Mailed Free.

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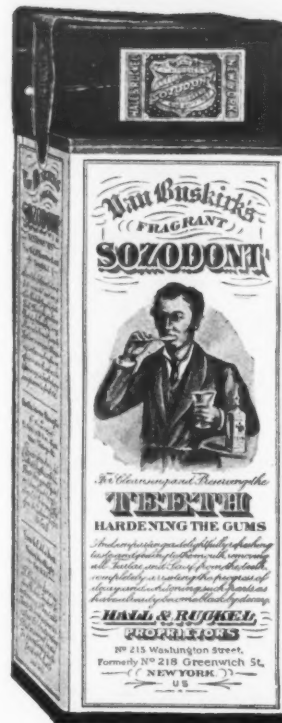
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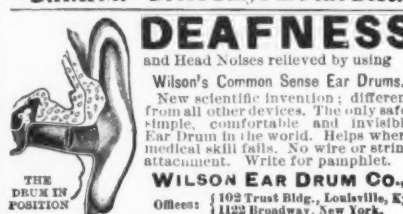


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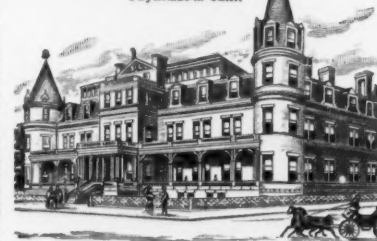
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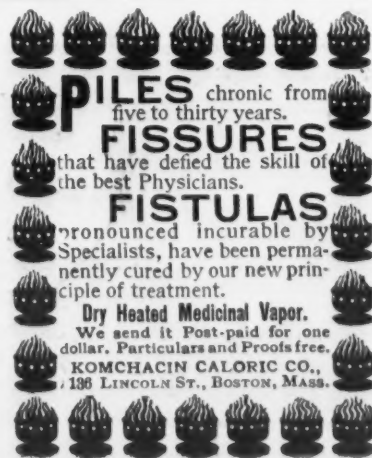
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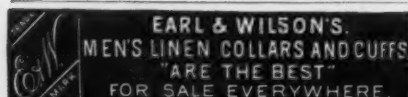
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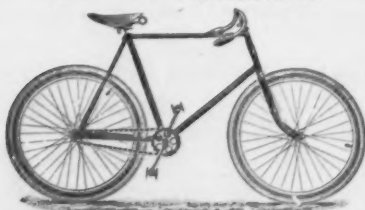
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